101ST CONGRESS
2d Session

HOUSE OF REPRESENTATIVES

REPORT
101-892

MAKING APPROPRIATIONS FOR THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES, FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1991, AND FOR OTHER PURPOSES.

OCTOBER 16, 1990.—Ordered to be printed

Mr. LEHMAN, of Florida, from the Committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H.R. 5229]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 5229) making appropriations for the Department of Transportation and related agencies, for the fiscal year ending September 30, 1991, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 3, 23, 28, 31, 35, 38, 41, 44, 46, 47, 54, 79, 85, 88, 99, 101, 105, 106, 107, 113, 126, 131, and 142.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 5, 8, 9, 11, 12, 24, 26, 27, 36, 37, 89, 91, 95, 109, 111, 112, 114, 115, 116, 119, 121, 122, 125, 127, and 134, and agree to the same.

Amendment numbered 6:

That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$1,500,000*; and the Senate agree to the same.

Amendment numbered 16:

That the House recede from its disagreement to the amendment of the Senate numbered 16, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$406,331,000*; and the Senate agree to the same.

Amendment numbered 17:

That the House recede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment, as follows:

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In lieu of the sum proposed by said amendment insert: *$157,500,000*; and the Senate agree to the same.

Amendment numbered 20:

That the House recede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$106,885,000*; and the Senate agree to the same.

Amendment numbered 21:

That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$36,936,000*; and the Senate agree to the same.

Amendment numbered 25:

That the House recede from its disagreement to the amendment of the Senate numbered 25, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$25,000,000*; and the Senate agree to the same.

Amendment numbered 30:

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named in said amendment insert: *$3,250,000*; and the Senate agree to the same.

Amendment numbered 34:

That the House recede from its disagreement to the amendment of the Senate numbered 34, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$205,000,000*; and the Senate agree to the same.

Amendment numbered 39:

That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$256,415,000*; and the Senate agree to the same.

Amendment numbered 40:

That the House recede from its disagreement to the amendment of the Senate numbered 40, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$67,301,000*; and the Senate agree to the same.

Amendment numbered 42:

That the House recede from its disagreement to the amendment of the Senate numbered 42, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$14,450,000*; and the Senate agree to the same.

Amendment numbered 43:

That the House recede from its disagreement to the amendment of the Senate numbered 43, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$9,633,333*; and the Senate agree to the same.

Amendment numbered 48:

That the House recede from its disagreement to the amendment of the Senate numbered 48, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$8,415,000*; and the Senate agree to the same.

Amendment numbered 49:

That the House recede from its disagreement to the amendment of the Senate numbered 49, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$8,500,000*; and the Senate agree to the same.

Amendment numbered 50:

That the House recede from its disagreement to the amendment of the Senate numbered 50, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$17,000,000*; and the Senate agree to the same.

Amendment numbered 51:

That the House recede from its disagreement to the amendment of the Senate numbered 51, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$7,650,000*; and the Senate agree to the same.

Amendment numbered 52:

That the House recede from its disagreement to the amendment of the Senate numbered 52, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$6,800,000*; and the Senate agree to the same.

Amendment numbered 53:

That the House recede from its disagreement to the amendment of the Senate numbered 53, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$1,700,000*; and the Senate agree to the same.

Amendment numbered 55:

That the House recede from its disagreement to the amendment of the Senate numbered 55, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$3,400,000*; and the Senate agree to the same.

Amendment numbered 56:

That the House recede from its disagreement to the amendment of the Senate numbered 56, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$3,060,000*; and the Senate agree to the same.

Amendment numbered 57:

That the House recede from its disagreement to the amendment of the Senate numbered 57, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$10,200,000*; and the Senate agree to the same.

Amendment numbered 58:

That the House recede from its disagreement to the amendment of the Senate numbered 58, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$2,550,000*; and the Senate agree to the same.

Amendment numbered 59:

That the House recede from its disagreement to the amendment of the Senate numbered 59, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$1,700,000*; and the Senate agree to the same.

Amendment numbered 60:

That the House recede from its disagreement to the amendment of the Senate numbered 60, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$8,500,000*; and the Senate agree to the same.

Amendment numbered 61:

That the House recede from its disagreement to the amendment of the Senate numbered 61, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$3,400,000*; and the Senate agree to the same.

Amendment numbered 62:

That the House recede from its disagreement to the amendment of the Senate numbered 62, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$7,225,000*; and the Senate agree to the same.

Amendment numbered 63:

That the House recede from its disagreement to the amendment of the Senate numbered 63, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the first sum named by said amendment insert: *$8,500,000*

In lieu of the second sum named by said amendment insert: *$850,000*; and the Senate agree to the same.

Amendment numbered 64:

That the House recede from its disagreement to the amendment of the Senate numbered 64, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$9,350,000*; and the Senate agree to the same.

Amendment numbered 65:

That the House recede from its disagreement to the amendment of the Senate numbered 65, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$17,000,000*; and the Senate agree to the same.

Amendment numbered 66:

That the House recede from its disagreement to the amendment of the Senate numbered 66, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named by said amendment insert: *$5,100,000*; and the Senate agree to the same.

Amendment numbered 82:

That the House recede from its disagreement to the amendment of the Senate numbered 82, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: *$76,347,100; of which $5,000,000 shall be for carrying out 23 U.S.C. 410 and*; and the Senate agree to the same.

Amendment numbered 83:

That the House recede from its disagreement to the amendment of the Senate numbered 83, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$38,229,500*; and the Senate agree to the same.

Amendment numbered 86:

That the House recede from its disagreement to the amendment of the Senate numbered 86, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$15,000,000*; and the Senate agree to the same.

Amendment numbered 87:

That the House recede from its disagreement to the amendment of the Senate numbered 87, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$14,433,000*; and the Senate agree to the same.

Amendment numbered 90:

That the House recede from its disagreement to the amendment of the Senate numbered 90, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$10,000,000*; and the Senate agree to the same.

Amendment numbered 92:

That the House recede from its disagreement to the amendment of the Senate numbered 92, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$34,362,000*; and the Senate agree to the same.

Amendment numbered 94:

That the House recede from its disagreement to the amendment of the Senate numbered 94, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$22,147,000*; and the Senate agree to the same.

Amendment numbered 100:

That the House recede from its disagreement to the amendment of the Senate numbered 100, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$475,080,000*; and the Senate agree to the same.

Amendment numbered 102:

That the House recede from its disagreement to the amendment of the Senate numbered 102, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$132,000,000*; and the Senate agree to the same.

Amendment numbered 103:

That the House recede from its disagreement to the amendment of the Senate numbered 103, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the word "second" insert: *third*; and the Senate agree to the same.

Amendment numbered 108:

That the House recede from its disagreement to the amendment of the Senate numbered 108, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$32,583,000*; and the Senate agree to the same.

Amendment numbered 120:

That the House recede from its disagreement to the amendment of the Senate numbered 120, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$11,042,000*; and the Senate agree to the same.

Amendment numbered 123:

That the House recede from its disagreement to the amendment of the Senate numbered 123, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$31,470,000*; and the Senate agree to the same.

Amendment numbered 124:

That the House recede from its disagreement to the amendment of the Senate numbered 124, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$1,000*; and the Senate agree to the same.

Amendment numbered 128:

That the House recede from its disagreement to the amendment of the Senate numbered 128, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: *$1,350,000*; and the Senate agree to the same.

Amendment numbered 133:

That the House recede from its disagreement to the amendment of the Senate numbered 133, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following:

(b) NATIONAL WEATHER GRAPHICS SYSTEM.—None of the funds made available in this Act may be used by the Federal Aviation Administration for a New National Weather Graphics System.

And the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 4, 7, 10, 13, 14, 15, 18, 19, 22, 29, 32, 33, 45, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 80, 81, 84, 93, 96, 97, 98, 104, 110, 117, 118, 129, 130, 132, 135, 136, 137, 138, 139, 140, 141, and 143.

WILLIAM LEHMAN,
WILLIAM H. GRAY III,
BOB CARR (except as to amendments 39 and 40),
RICHARD J. DURBIN,
ROBERT J. MRAZEK,
MARTIN OLAV SABO,
JAMIE L. WHITTEN,
LAWRENCE COUGHLIN,
SILVIO O. CONTE,
FRANK R. WOLF,
TOM DELAY,
Managers on the Part of the House.

FRANK R. LAUTENBERG,
ROBERT C. BYRD,
TOM HARKIN,
JAMES R. SASSER,
BARBARA A. MIKULSKI,
DANIEL K. INOUYE,
ALFONSE M. D'AMATO,
ROBERT W. KASTEN, Jr.,
PETE V. DOMENICI,
CHUCK GRASSLEY,
MARK O. HATFIELD,
Managers on the Part of the Senate.

JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on amendments of the Senate to the bill (H.R. 5229) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1991, and for other purposes, submit the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

CONGRESSIONAL DIRECTIVES

The conferees agree that Executive Branch wishes cannot substitute for Congress' own statements as to the best evidence of Congressional intentions—that is, the official reports of the Congress. Report language included by the House that is not changed by the report of the Senate, and Senate report language that is not changed by the conference is approved by the committee of conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 1991 and any year thereafter, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to funds provided for the Department of Transportation and related agencies, the terms "program, project, and activity" shall mean any item for which a dollar amount is contained in an appropriation Act (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. In addition, the reductions made pursuant to any sequestration order to funds appropriated for "Federal Aviation Administration, Facilities and equipment" and for "Coast Guard, Acquisition, construction, and improvements" shall be applied equally to each "budget item" that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriation Acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference. The conferees recognize that adjustments to the above allocations may be required due to changing program requirements or priorities. The conferees expect any such adjustments, if required, to be accomplished only through the normal reprogramming process.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY AND INTERNATIONAL AFFAIRS

Amendment No. 1: Appropriates $8,500,000 as proposed by the Senate instead of $8,810,000 as proposed by the House.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

Amendment No. 2: Appropriates $2,390,000 as proposed by the House instead of $2,400,000 as proposed by the Senate.

Amendment No. 3: Provides that not to exceed $40,000 of the appropriation to the Office of the Assistant Secretary for Budget and Programs be used for official reception and representation expenses as proposed by the House instead of $50,000 as proposed by the Senate.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

Amendment No. 4: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following: *$26,745,000, of which $5,000,000 shall remain available until expended*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

General Purpose ADP Systems.—The conferees agree to all reductions as proposed by the House, and in addition agree to provide $5,000,000 to continue the development of the Departmental Accounting and Financial Information System (DAFIS). This activity was included in the President's budget proposal under the Working Capital Fund (WCF). The conferees agree that funding for development or upgrade of general-purpose automated data processing systems is not an appropriate activity of the WCF; therefore, in future budgets the department is requested to include funding for such items in the appropriation for the Office of the Assistant Secretary for Administration or the appropriate modal accounts. Of the amount provided, $5,000,000 is only available for DAFIS.

Reimbursable Agreements with the Department of Defense.—The conferees share the concern of the House over rising costs being charged to the Department of Transportation by the Department of Defense for reimbursable contract audit work. The DOD, beginning in fiscal year 1990, raised billing rates for such services dramatical-

ly based upon an interpretation of the Economy Act (31 U.S.C. 1535). When these rates were appealed, DOD refused to provide a lower rate for federal agencies, stating that "there is no legal authority to waive or reduce part of a rate determined for use in Economy Act transactions". The conferees note that in fiscal year 1990, the Department of Transportation received an estimated $180,000,000 in reimbursable orders from the DOD, and that recent audit reports have indicated that DOT's billing structure for reimbursables may need to be updated. Therefore, the conferees direct the Department of Transportation to review the current billing structure for reimbursables and to revise DOD billing rates based upon actual hourly costs of operation for services rendered, with the intent that the two departments' charges to each other would be based upon the same accounting standards. The DOT is to report its findings and plan of action to the House and Senate Committees on Appropriations by December 31, 1990.

OFFICE OF COMMERCIAL SPACE TRANSPORTATION

Amendment No. 5: Deletes appropriation of $725,000 proposed by the House. The Senate bill addressed this matter in amendment No. 10.

OFFICE OF ESSENTIAL AIR SERVICE

Amendment No. 6: Appropriates $1,500,000 instead of $1,251,000 as proposed by the House and $1,610,000 as proposed by the Senate. The conference agreement provides funding for 23 staff years.

OFFICE OF INTELLIGENCE AND SECURITY

Amendment No. 7: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert the following: *$1,200,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees wish to emphasize that the responsibilities of this office are to focus on policy, oversight and coordination, and not research, development or procurement of intelligence and security equipment. Funding has been provided in the Federal Aviation Administration for acquisition of security equipment. It is expected that funds provided herein for the Office of Intelligence and Security will be used solely for personnel and administrative expenses.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Amendment No. 8: Appropriates $2,947,000 as proposed by the Senate instead of $4,777,000 as proposed by the House.

Amendment No. 9: Deletes House language that credited to the Transportation planning, research, and development account funds received from space-related user fees. The Senate bill addressed this matter in amendment No. 10.

OFFICE OF COMMERCIAL SPACE TRANSPORTATION

OPERATIONS AND RESEARCH

Amendment No. 10: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter proposed by said amendment, insert the following:

OFFICE OF COMMERCIAL SPACE TRANSPORTATION

OPERATIONS AND RESEARCH

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for operations and research activities related to commercial space transportation, $3,386,000, of which $1,600,000 shall remain available until expended: Provided, That the unexpended balances of the appropriation "Transportation Planning, Research, and Development" associated with commercial space activities shall be transferred to and merged with this appropriation: Provided further, That notwithstanding any other provision of law, there may be credited up to $300,000 to this account funds received from user fees established for regulatory services.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees agree with the concerns of the House that the planned activities of the Office of Commercial Space Transportation should be scaled back in fiscal year 1991 and that a viable user fee structure should be established without delay. Although funding is provided as a lump sum to allow management flexibility, the conferees note that the recommended level of $3,386,000 is sufficient to fund the entire request of $2,340,000 for the regulatory program of this office as well as $1,046,000 for other activities. The conferees direct that no funds be used to hire personnel above the current full time equivalent level of 23.

PAYMENTS TO AIR CARRIERS

Amendment No. 11: Appropriates $26,600,000 as proposed by the Senate instead of $23,600,000 as proposed by the House.

Amendment No. 12: Limits obligations to $26,600,000 as proposed by the Senate instead of $23,600,000 as proposed by the House.

Payments to Air Carriers.—The conferees agree to provide new budget authority of $26,600,000 for the Essential Air Service (EAS) program as proposed by the Senate instead of $23,600,000 as proposed by the House. In addition, the conferees agree to an obligation limitation of $26,600,000 as proposed by the Senate. The conferees further agree that this program is to be administered in accord with the criteria established for fiscal year 1990, except the

agreement allows for points whose subsidy per passenger is greater than $200 and which are located more than 70 miles from the nearest hub airport. The conferees also understand that unobligated balances may be available in addition to the new budget authority provided in this bill. Those prior year funds are not to be used to add additional points into EAS service during fiscal year 1991; rather, they should be used to offset unknown but potential cost increases due to fuel price inflation and other factors.

COAST GUARD

OPERATING EXPENSES

Amendment No. 13: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$2,339,839,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 14: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$2,039,839,000, of which $41,489,000 shall be derived from the Oil Spill Liability Trust Fund*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following program changes to the House bill:

Mandated initiatives	−$369,000
FRAM recrewing	−2,719,000
Vessel operation and maintenance	−569,000
Restoration of fiscal year 1990 reductions	−6,263,000
Gulf coast land based *Aerostats*	−2,000,000
Night vision goggles	−2,300,000
Island class patrol boat squadron deployability	−300,000
Investigations program	−178,000
HH-65A aircraft engine maintenance	−12,900,000
Department of Defense support and transfers	−140,000,000
Oil spill legislation	+2,837,000
Charleston, SC, air station	+1,500,000
Permanent changes of station	+1,000,000
Shore facility rehabilitation	+1,150,000
Vessel traffic service personnel	+600,000
Health care	+1,800,000
Recreational boating census	+50,000
Fisheries enforcement	+5,000,000
Coastal pollution	+1,500,000

HH-65A aircraft LTS-101 engine maintenance.—Contrary to initial presentations by the Coast Guard to the Senate Committee on Appropriations, the conferees have determined that the Coast

Guard will receive credits against its per hour engine costs resulting from the sale of engine parts to the Textron Lycoming Company. These credits, which are anticipated to total $7,700,000 through fiscal year 1991, will result in savings to the Coast Guard over and above the savings stemming from the power-by-the-hour agreement assumed in the Senate bill. Therefore, the conference agreement includes a $12,900,000 reduction.

Fast coastal interceptor boats.—The conferees concur with the House language directing that the $1,493,000 requested for the operation and maintenance of the Coast Guard's fast coastal interceptor boats (fast boats) be reallocated to other drug enforcement activities.

Oil spill liability trust fund.—The conferees direct the Coast Guard to submit quarterly reports to the House and Senate Committee on Appropriations detailing and summarizing all transfers to and expenditures from the oil spill liability trust fund. Each report shall account for each transfer to and expenditure from the fund as authorized by Section 9509 of the Internal Revenue Code of 1986, as amended, and Sections 5003 and 5004 of the Oil Pollution Act of 1990 (Public Law 101-380). The report shall also show amounts collectable under Section 9509(b) (2), (3), and (8) of the Internal Revenue Code of 1986. For those authorized expenditures subject to limitations, the report shall so indicate. The Coast Guard shall confer with the House and Senate Committees on Appropriations as to the format for these reports.

Hannibal bridge.—The conferees are concerned about reported delays in the construction schedule for the alteration of the Hannibal bridge. It has been reported that construction to eliminate this obstruction to navigation is approximately nine months behind schedule. The conferees urge the Coast Guard to expedite construction and to give the completion of this project a high priority.

Amendment No. 15: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate providing that not less than $197,000,000 shall be available for marine environmental protection activities.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Amendment No. 16: Appropriates $406,331,000 instead of $391,994,000 as proposed by the House and $432,396,000 as proposed by the Senate.

Amendment No. 17: Provides $157,500,000 for vessel acquisition, construction, and improvements instead of $155,750,000 as proposed by the House and $168,385,000 as proposed by the Senate.

Amendment No. 18: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$90,010,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 19: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$15,000,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 20: Provides $106,885,000 for shore facility and aids to navigation facility acquisition, construction, and improvements instead of $81,385,000 as proposed by the House and $112,675,000 as proposed by the Senate.

Amendment No. 21: Provides $36,936,000 for acquisition, construction, and improvements administration costs instead of $32,659,000 as proposed by the House and $42,336,000 as proposed by the Senate.

Amendment No. 22: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows: *: Provided further, That if necessary the Department of Transportation may transfer funds into the personnel, survey and design, and related costs subaccount from other subaccounts of the Acquisition, Construction and Improvements appropriation to cover personnel compensation and benefits for not to exceed five hundred eighty-six full time equivalent staff years during fiscal year 1991, provided that such transfer shall be subject to the established guidelines for prior approval reprogrammings as stated in House Report 101-315*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The appropriation of $406,331,000 is distributed as follows:

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS

[In thousands of dollars]

	Fiscal year 1991 estimate	House	Senate	Conference agreement
VESSELS				
WLB replacement	$2,200		$2,200	$2,000
MLB replacement	1,000	$1,000	1,000	1,000
Patrol boat replacement	5,500	5,500	5,500	5,500
WLM replacement	3,100	550	3,100	550
ATON barges—9th Dist	6,400	5,100	6,400	5,750
Buoy boat replacement	5,600	1,000	1,000	1,000
TACDIS	1,800			
378′ cutter FRAM	78,200	78,200	90,985	83,500
210′ cutter MMA	32,500	32,500	32,500	32,500
SLEP	20,000	20,000	20,000	20,000
Polar icebreaker RIP	2,700	2,700	2,700	2,700
378′ cutter weapons mod	3,200	3,200		
Configuration management		6,000	3,000	3,000
Total, vessels	162,200	155,750	168,385	157,500

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS—Continued

[In thousands of dollars]

	Fiscal year 1991 estimate	House	Senate	Conference agreement
AIRCRAFT				
Talon phase II	9,800	5,500	5,500	2,710
HH–60 replacement	34,300	27,900	34,300	29,300
HH–65 supplemental spares	7,700	7,700	7,700	7,700
HU–25 engine improvements	3,500	3,500	3,500	3,500
HH–65 engine replacement	6,500	6,500	6,500	6,500
OPBAT helicopter replacement	45,000	47,100	34,800	36,800
Night vision goggles				2,300
Voice and flt data recorders	3,500	3,500	1,200	1,200
Total, aircraft	110,300	101,700	93,500	90,010
OTHER EQUIPMENT				
AR&SC computer replacement	1,500	1,500	1,500	1,500
GPS installation	1,600	3,600		
Configuration management	6,000			
Alaska: Upgrade LORAN–C	6,000	6,000	6,000	6,000
MSIS replacement	2,500	2,500	2,500	2,500
Service record automation	1,200	1,200	1,200	1,200
Vessel ID/document system	2,200	2,200		
LEIS improvements	1,800	1,800	1,800	1,800
Oilspill administration			2,000	1,500
Oilspill equipment inventory			500	500
PMIS/JUMPS II info systems	1,700	1,700		
Total, other equipment	24,500	20,500	15,500	15,000
SHORE FACILITIES/AIDS TO NAVIGATION FACILITIES				
Minor AC&I construction	9,000	7,685	9,000	7,685
Intell coord ctr relocation	1,800			
National strike force	7,000	7,000	7,000	7,000
Kodiak, AK Air Station	2,700	2,700	2,700	2,700
Charleston, SC Air Facility	2,700	2,700	2,700	2,700
NC HH–60J training facility	2,100		2,100	2,100
Kodiak, AK, Fire Station	4,200	4,200	4,200	4,200
Kodiak, AK, roads/grounds	3,000	3,000	3,000	3,000
Coast Guard Yard improvements	3,700	3,700	3,700	3,700
Coast Guard Yard: Crane #2	2,000	2,000	2,000	2,000
New York, NY, health care bldg	7,600	7,600	7,600	7,600
AL HH–60J training facility	1,200		1,200	1,200
Family quarters	13,500	15,300	15,300	15,300
Burlington, VT, base replace	3,500	3,500	3,500	3,500
New Smyrna Beach, FL, rehab	2,000	2,000	2,000	2,000
East Tewas, MI, rebuild	1,400	1,400	1,400	1,400
Chincoteague, VA, renovation	4,200	4,200	4,200	4,200
Key West, FL, vessel spt bldg	1,200	1,200	1,200	1,200
Ilwaco, WA, renovation	3,200	3,200	3,200	3,200
Ketchikan, AK, storage bldg	3,000	3,000	3,000	3,000
Salem, NJ, SAR facility			50	50
New York VTS—Phase II			6,900	6,900
National response unit			1,725	1,250
Oilspill response equipment			18,000	14,000
Waterways ATON projects	7,000	7,000	7,000	7,000
Total, shore/ATON	86,000	81,385	112,675	106,885
PERSONNEL, SURVEY AND DESIGN, AND RELATED				
Personnel/related costs	30,536	26,659	35,536	30,536
Survey and design: Vessels	1,000	1,000	1,000	1,000
Survey and design: Shore	5,000	5,000	5,800	5,400

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS—Continued

[In thousands of dollars]

	Fiscal year 1991 estimate	House	Senate	Conference agreement
Total, personnel/related	36,536	32,659	42,336	36,936

378-Foot Cutter Modernization Programs.—The conferees agree that $2,000,000 of funds appropriated in fiscal years 1989 and 1990 for the 378-foot cutter weapon systems modernization project are to be reprogrammed into the 378-foot cutter fleet renovation and modernization (FRAM) project to cover cost overruns. The Senate had directed that $7,815,000 of such funds be reprogrammed; the House recommended no funding.

Post exchange/recreational facilities.—The conferees agree that no funds are provided to construct, modify, or upgrade Coast Guard post exchange or recreational facilities. As stated in the Senate report, such activities should be financed entirely by nonappropriated funds.

HH–65 Engine improvements.—The conferees direct the Director of Operational Test and Evaluation, Department of Defense, to review the most up-to-date information regarding the capabilities of the Allison C30S and Arriel 1C2 engines. The Director shall evaluate the relative likelihood of the two engines to meet Coast Guard mission requirements in the HH–65 Dolphin airframe in the near term. The Director shall also investigate the capabilities and timeframe of availability of the T800 engine in evaluating the merits of proceeding with a proof-of-concept of a commercially available engine. The Director shall submit his findings within 90 days regarding the relative capabilities of the engines and the merits of proceeding with a commercial proof-of-concept through an independent and impartial report to the Commandant and the House and Senate Committees on Appropriations. Based on this report, the Commandant shall utilize $2,000,000 previously made available for HH–65 engine improvements to conduct a proof-of-concept on a commercial engine should the Director recommend that course of action.

OPBAT Medium-range helicopter.—The conferees agree that $8,200,000 of funds appropriated in fiscal year 1990 for HH–65 engine improvements are to be reprogrammed into the OPBAT Medium-range helicopter program. This amount, in combination with the $36,800,000 in new budget authority provided in fiscal year 1991, will result in total program funding at the level in the budget request. The Senate had directed that $10,200,000 of fiscal year 1990 funds be reprogrammed; the House recommended no such reprogramming.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

Amendment No. 23: Appropriates $21,500,000 as proposed by the House instead of $22,000,000 as proposed by the Senate.

Amendment No. 24: Provides that $7,000,000 shall remain available until expended for environmental compliance and restoration

activities as proposed by the Senate. The House bill contained no similar provision.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Amendment No. 25: Appropriates $25,000,000 instead of $24,800,000 as proposed by the House and $25,741,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Search and rescue	$2,400,000
Aids to navigation	2,180,000
Marine safety	885,000
Marine environmental protection	3,720,000
Enforcement of laws and treaties	1,460,000
Command, control, and communications	2,285,000
Information systems	1,000,000
Other multimission	2,510,000
RDT&E support and operations	1,500,000
Administration	6,060,000
Columbia and Willamette Rivers Maritime Fire and Safety Association	1,000,000
Personnel support	

The amount recommended will provide for 50 military and 86 civilian positions.

The conference agreement includes $150,000 to permit the Coast Guard to contract with the Centers for Disease Control to develop data on the number and severity of propeller injuries.

OFFSHORE OIL POLLUTION COMPENSATION FUND

Amendment No. 26: Deletes House provision that limits obligations to $60,000,000. The Senate bill contained no similar provision.

DEEPWATER PORT LIABILITY FUND

Amendment No. 27: Deletes House provision that limits obligations to $50,000,000. The Senate bill contained no similar provision.

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

Amendment No. 28: Appropriates $4,037,000,000 as proposed by the House instead of $4,038,551,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Operation of air traffic control system	$1,856,681,000
(Positions)	(27,791)
NAS logistics support	170,305,000
(Positions)	(1,579)
Maintenance of air traffic control system	751,172,000
(Positions)	(10,736)
Leased telecommunications service	277,628,000
Administration of aviation standards program	470,038,000
(Positions)	(7,336)
Development direction	15,321,000
(Positions)	(150)
Administration of airports program	38,920,000
(Positions)	(530)
Direction, staff and supporting services	130,961,000
(Positions)	(1,180)
Human resource management	299,336,000
(Positions)	(1,460)
Headquarters administration	31,838,000
(Positions)	(400)
Management initiatives	−5,200,000

Aeronautical charting.—The conference agreement includes an increase of $750,000 over the Senate bill for the aeronautical charting program.

Commuter slot rule.—Based upon assurances by the Secretary that the Department of Transportation will expeditiously process a petition for rulemaking filed with the Department on addressing the use of commuter slots, the conferees have concluded that no further direction on this issue is necessary at this time.

Reprogramming procedures.—The conferees agree with the Senate report language which outlines the reprogramming procedures that the FAA must follow. However, section 6 regarding assessments is deleted; and the dollar level of $500,000 cited under research, engineering, and development is changed to $3,000,000.

Amendment No. 29: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$2,002,749,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 30: Provides $3,250,000 for the Mid-American Aviation Resource Consortium instead of $4,000,000 as proposed by the House. The Senate bill contained no similar provision.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 31: Deletes Senate provision on the lease or purchase of aircraft from funds available under the Facilities and equipment appropriation. The House bill contained no similar provision.

Amendment No. 32: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$2,095,407,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 33: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter stricken and inserted, insert the following:

Provided further, That with appropriations made for the Airway Science Program, as authorized below in this section, the Federal Aviation Administration may hereafter enter into competitive grant agreements with institutions of higher education having airway science curricula, for the Federal share of the allowable direct costs of the following categories of items, to the extent that such items are in support of airway science curricula: (a) the construction, pur-

chase, or lease with option to purchase, of buildings and associated facilities, and (b) instructional materials and equipment. Such funds are hereby authorized to be appropriated and may remain available until expended, as provided in such Acts. The Federal Aviation Administration shall establish guidelines for determining the direct costs allowable under grants to be made pursuant to this section. The maximum Federal share of the allowable cost of any project assisted by such grants shall be fifty percent

The managers on the part of the Senate will offer a motion to recede and concur in the amendment of the House to the amendment of the Senate.

The conference agreement distributes these funds as follows:

FACILITIES AND EQUIPMENT—FUNDING BY PROJECT

[In thousands of dollars]

Project	Fiscal year 1991 budget	Fiscal year 1991 House recommended	Fiscal year 1991 Senate recommended	Conference agreement
AIR ROUTE TRAFFIC CONTROL CENTERS				
Long Range Radar	$75,200	$45,000	$60,000	$45,000
Radar Microwave Link	21,000	0	10,000	0
NEXRAD Radar	24,736	20,736	24,736	22,736
Improve En Route Facilities	14,908	14,908	13,900	13,900
Advanced Automation Systems (AAS)	556,300	540,500	540,500	510,000
En Route Software Development	10,800	8,000	10,800	8,000
Central Weather Processor	10,000	7,500	7,500	7,500
Aeronautical Data Link	10,000	7,000	4,500	4,500
Improve En Route Automation	5,000	5,000	5,000	5,000
Automatic Dependent Surveillance	6,745	6,745	6,745	0
Provide NADIN II	4,500	4,500	4,500	4,500
ARTCC Imp/Plant Modernization	46,194	42,000	44,000	42,000
Data Multiplexing Network	8,000	8,000	8,000	8,000
Comm Facilities Consolidation	2,000	2,000	2,000	2,000
Improve En Route Communications	6,368	6,368	6,368	6,368
Upgrade Traffic Mgmt System	17,000	17,000	17,000	17,000
Voice Switching/Control (VSCS)	185,100	126,100	90,000	75,000
Critical Communications Expansion	12,000	12,000	12,000	12,000
High Capacity Voice Recorders	9,100	9,100	9,100	9,100
Air-Ground RFI Elimination	3,500	3,500	3,500	3,500
Establish RCFs	3,000	3,000	3,000	3,000
Expand/Relocate RCFs	3,000	3,000	3,000	3,000
SATCOM Circuit Backup	3,600	3,600	3,600	3,600
Alaskan NAS Communication System	12,000	12,000	12,000	12,000
N.Y. TRACON Communication	0	0	250	250
Subtotal	1,050,051	907,557	901,999	817,954
AIRPORT TRAFFIC CONTROL TOWERS				
Terminal Doppler Weather Radar	83,700	83,700	83,700	83,700
Mode S	37,000	21,200	21,200	21,200
Terminal Radar System Improve	5,900	9,900	16,900	16,900
Airport Surveillance Radar (ASR)	47,372	45,000	45,000	45,000
Terminal NEXRAD	5,000	0	0	0
Precision Runway Monitors	10,550	10,550	30,550	30,550
ASDE Structural Modifications	6,000	6,000	6,000	6,000
L.A. Basin Facility Consolidation	76,100	66,000	66,000	66,000
Austin Airport	850	850	0	0
Mode C Intruder	46,000	41,000	41,000	41,000
Dallas/Fort Worth Airport	40,000	10,000	5,000	5,000
Terminal Software Dev Support	7,600	2,954	7,600	2,954
Remote Maintenance Monitoring	25,000	10,000	10,000	10,000
Replace Terminal ATC Facilities	70,500	70,500	77,500	74,500

FACILITIES AND EQUIPMENT—FUNDING BY PROJECT—Continued

[In thousands of dollars]

Project	Fiscal year 1991 budget	Fiscal year 1991 House recommended	Fiscal year 1991 Senate recommended	Conference agreement
ATCT/TRACON Modernization	16,657	22,077	17,077	22,077
Tower Integration Program	1,650	1,650	1,650	1,650
Interim Support Plan (ISP)	99,000	88,200	95,000	88,200
Terminal Communications Imp	14,171	14,171	14,171	14,171
New Denver Airport	60,000	60,000	60,000	60,000
Tower Communications System (TCS)	23,000	0	5,000	0
Emergency Transceivers	5,000	5,000	5,000	5,000
Radio Control Equipment	16,800	16,800	16,800	16,800
Tracon Facility Establishment	1,500	1,500	1,500	1,500
Subtotal	699,350	587,052	626,648	612,202
FLIGHT SERVICE FACILITIES				
FSS Modernization	47,800	47,300	47,000	47,000
VHF Direction Finder Network	8,000	8,000	8,000	8,000
Flight Service Facility Imp	1,529	1,132	1,500	1,500
WMSC Replacement	5,000	0	5,000	2,000
ASOS—Flt Service Facilities	6,472	6,472	6,472	6,472
Direct User Access Terminal	15,000	11,000	15,000	13,000
Subtotal	83,801	73,904	82,972	77,972
AIR NAVIGATION FACILITIES				
VOR/DME	29,441	21,725	21,725	21,725
LORAN-C Monitor System	1,000	1,000	1,000	1,000
Global Positioning System	800	800	800	800
NDB Facilities	2,615	2,615	2,615	2,615
Microwave Landing System (MLS)	35,200	11,100	22,000	22,000
Approach Lighting System Imp	12,500	12,500	12,500	12,500
ASOS—Air Navigation Facilities	30,100	30,100	30,100	30,100
Visual Navaids	15,989	15,989	15,989	15,989
ILS Category I Establishment	16,700	22,588	26,700	30,240
ILS Replacement	25,000	26,000	27,000	26,935
Runway/Visual Range	5,776	5,776	5,776	5,776
Auto Flt Procedures Dev	4,250	4,250	4,250	4,250
Subtotal	179,371	154,443	170,455	173,930
HOUSING, UTILITIES, AND MISCELLANEOUS FACILITIES				
National Radio Comms System	2,300	2,300	2,300	2,300
Buildings and Equipment	24,366	19,000	20,000	19,000
Airport Datum Monument	1,500	1,500	1,500	1,500
Computer-Based Instruction	2,900	2,900	2,900	2,900
Electrical Power Systems	9,733	9,733	9,733	9,733
Fuel Storage Tank Program	10,000	10,000	10,000	10,000
ADP Facilities Mgmt (CORN)	25,000	15,000	0	0
Employee Safety for ATCTs	6,500	6,500	6,500	6,500
Maintenance Control Centers	5,200	5,200	5,200	5,200
Land/Easement Purchase	3,000	3,000	3,000	3,000
Automatic Document Dev and Maintenance	1,900	1,900	1,900	1,900
System Engineering and Support	111,000	108,600	108,600	108,600
Air Nav/ATC System Support	7,500	7,500	7,500	7,500
Monroney Aeronautical Ctr Lease	8,204	8,204	8,204	8,204
Logistics Support Services	6,300	6,000	6,000	6,000
Air Navaid/ATC Facilities Imp	3,500	3,500	3,500	3,500
Frequency/Spectrum Engineering	1,900	0	1,900	0
Human Resource Mgmt Plan	1,500	1,500	1,500	1,500
PCB Software	3,800	3,800	3,800	3,800
Dynamic Ocean Track System	285	285	285	285
Contract Spt—Mgmt Control	3,984	6,984	3,984	3,984
Independent OT&E Support	4,000	4,000	4,000	4,000

FACILITIES AND EQUIPMENT—FUNDING BY PROJECT—Continued

[In thousands of dollars]

Project	Fiscal year 1991 budget	Fiscal year 1991 House recommended	Fiscal year 1991 Senate recommended	Conference agreement
HAZMAT Management	15,000	15,000	15,000	15,000
Airmen/Aircraft Registry System	10,000	10,000	10,000	10,000
Contract Support Services	4,600	2,000	0	0
Aviation Safety Analysis (ASAS)	25,200	20,000	15,200	15,200
NAS Management Automation	14,200	14,200	14,200	14,200
Mid-American Av Res Consortium	0	3,000	0	1,500
Transition Planning and Eng	3,000	0	0	0
Aviation Science Curriculum	0	0	20,000	10,000
Subtotal	316,372	291,606	286,706	275,306
AIRCRAFT AND RELATED EQUIPMENT				
Long-range international flight inspection aircraft	18,600	0	18,600	0
Upgrade flight inspection B–727	2,795	2,795	2,795	2,795
Upgrade flight inspection CV–580	3,200	3,200	3,200	3,200
Marker beacon systems	470	470	470	470
Cockpit voice recorders and flight data recorder	2,620	2,620	2,620	2,620
R&D CV–580	2,200	2,200	2,200	2,200
Subtotal	29,885	11,285	29,885	11,285
DEVELOPMENT, TEST AND EVALUATION				
FAA Technical Ctr—Lease	5,290	5,290	5,290	5,290
Utility Plant Modern	1,800	1,800	1,800	1,800
Turbine rotor burst test facility	400	400	400	400
General Airport Improvements	1,300	1,300	1,300	1,300
System Support Lab Modernization	4,700	4,700	4,700	4,700
Tech Ctr R&D Lab Establishment	2,000	2,000	2,000	2,000
Special Component Eval System	550	550	550	550
Comm System Modernization	230	230	230	230
Subtotal	16,270	16,270	16,270	16,270
PERSONNEL AND RELATED				
Facility Establish/Improve	114,410	114,410	114,410	100,000
Flight Inspection	1,625	1,625	1,625	1,625
Factory Inspection/Acquisition	6,313	6,313	6,313	6,313
Aeronautical Center	2,550	2,550	2,550	2,550
Subtotal	124,898	124,898	124,898	110,488
Account-Wide Adjustments:				
Support contracts	0	(8,400)	0	0
Prior year unobligated	0	(20,000)	0	0
Subtotal	0	(28,000)	0	0
Total appropriation, F&E	2,500,000	2,138,615	2,240,018	2,095,407

Voice switching/control system.—The conferees understand that the Voice Switching/Control System (VSCS) is currently experiencing severe developmental problems. Consequently the program is undergoing an extensive review by the FAA which may lead to significant program restructuring. Because of the FAA's past history of awarding production contracts before developmental problems have been resolved, the conferees direct the FAA not to award the VSCS prime contract until thirty days following a report to the House and Senate Committees on Appropriations which describes the status of development, readiness for production, and a techni-

cal risk assessment of the VSCS program. This report should include an independent assessment of the program by the Executive Director of Acquisition, whose office was established in part to provide such analyses. The FAA is also directed not to reprogram any of the $75,000,000 provided for this program without receiving prior approval from the House and Senate Committees on Appropriations.

Precision runway monitors.—The conferees agree that none of the $30,550,000 provided for precision runway monitors is available for the procurement of production systems of either the electronic scan (E-scan) or Mode S back-to-back designs. Given the delay in production, the Senate recedes from its direction that priority consideration be given to certain airports. The additional $20,000,000 is provided to cover a cost overrun in the development contract for the E-scan system. The conferees agree that this important program should be kept on schedule, at the expense of the long-range international flight inspection aircraft, which can be deferred one year in order to finance a higher priority program. The conferees hope that in future years the FAA will be able to better control cost growth in order to preclude the necessity for such budgetary disruptions.

Terminal ATC facility replacement.—The conferees agree that the additional $4,000,000 provided for this program is available only for replacement of the air traffic control tower at the Luis Munoz Marin International Airport in San Juan, Puerto Rico. The Senate had provided $7,000,000 for this tower; the House provided no funds.

Instrument landing system establishment.—The conferees agree to provide $30,240,000 for this project. This includes $16,700,000 for sites listed in the President's budget proposal, $540,000 for partial ILS systems at Scappoose, Oregon; Bowerman Field, Washington; and Davenport, Iowa; and $13,000,000 for full ILS systems at the sites listed below: Goodwin Field, Arkansas; Sacramento, California; Lincoln, California; Spokane, Washington; Jonesboro, Arkansas; Gwinnett County, Georgia; DuPage County, Illinois; Huntsville, Alabama; Bowling Green, Kentucky; Mount Joy, Iowa; West Memphis, Arkansas; Owens Field, South Carolina; and Reading, Pennsylvania.

Instrument landing systems replacement.—The conferees agree to provide $26,935,000 for this project. This includes $25,000,000 for sites listed in the President's budget and $1,935,000 for systems in Sacramento, California; McCarran International Airport, Nevada; and Spokane International Airport, Washington.

Tower communications system.—The conferees agree that if operational problems occur in the existing system due to a lack of spare parts, the FAA is authorized to reprogram funding to resolve those problems.

Airway science curriculum.—The conferees direct that before distributing the $10,000,000 provided for the Airway Science Curriculum program, $300,000 be made available to the Mid-Atlantic Aviation Training and Education Center for computer stations and peripherals to run competency-based computer curricular materials. In addition, FAA shall study and report on broadening the recruiting base for future air traffic control professionals and the agency's

plans to evaluate innovative educational methods and technological enhancements to air traffic control education.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 34: Appropriates $205,000,000 instead of $195,000,000 as proposed by the House and $206,600,000 as proposed by the Senate. The conference agreement distributes these funds as follows:

Air traffic control	$108,346,000
Advanced computer	19,141,000
Navigation	3,359,000
Aviation weather	7,739,000
Aviation medicine	6,473,000
Aircraft safety and security	57,542,000
Environment	2,400,000

Wichita State University.—The conferees have included $1,500,000 for the advancement of aviation safety research at the National Institute for Aviation Research at Wichita State University, Wichita, Kansas.

Rutgers University.—The conferees have approved the budget estimate of $1,256,000 for the graduate-level research and education in aviation technology program.

Aviation Security.—The conference agreement provides an increase of $10,400,000 over the budget estimate for aviation security research and development to be distributed as follows:

Centers for aviation systems reliability	$3,000,000
Nondestructive evaluation center (New Mexico)	3,400,000
Vapor detection research	4,000,000

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 35: Limits obligations for airport planning and development to $1,800,000,000 as proposed by the House instead of $1,650,000,000 as proposed by the Senate.

Amendment No. 36: Provides that not to exceed $122,509,900 shall be available for airport letters of intent as proposed by the Senate instead of $117,509,900 as proposed by the House.

Amendment No. 37: Inserts date of July 30, 1990, as proposed by the Senate instead of July 1, 1990, as proposed by the House.

Amendment No. 38: Provides that the airport planning and development program may be reduced to $1,650,000,000 (if the airport and airway trust fund share of total Federal Aviation Administration funding is less than 75 percent) as proposed by the House instead of $1,500,000,000 as proposed by the Senate.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Amendment No. 39: Limits general operating expenses to $256,415,000 instead of $245,400,000 as proposed by the House and $263,751,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Administrative expenses	$189,114,000
GSA rental payments	
Contract programs	67,301,000
Highway research, development and technology	(24,650,000)
Intelligent vehicle/highway systems	(20,000,000)
National Highway Institute	(1,361,000)
Rural technology assistance program	(3,350,000)
Trucking programs	(900,000)
International transportation	(25,000)
Highway usage data	(500,000)
Minority business	(7,900,000)
Highway use tax evasion	(500,000)
University transportation centers	(5,000,000)
National bicycling/walking study	(1,000,000)
Methanol plantship project (phase II)	(1,750,000)
Feasibility studies	(365,000)

The conference agreement includes $1,000,000 for the constructed facilities center and $1,150,000 for street hardware castings research and development.

Amendment No. 40: Provides that $67,301,000 of general operating expenses shall remain available until expended instead of $56,286,000 as proposed by the House and $73,411,000 as proposed by the Senate.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

(HIGHWAY TRUST FUND)

Amendment No. 41: Appropriates $5,450,000 as proposed by the House. The Senate proposed to fund this program by a drawdown from Federal-aid highways under the limitation on general operating expenses.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Amendment No. 42: Appropriates $14,450,000 instead of $2,000,000 as proposed by the Senate and $15,000,000 as proposed by the House.

The conference agreement includes the following amounts:

Augusta, GA	$1,677,000
Brownsville, TX	2,040,000
Lafayette, IN	2,233,000
Lincoln, NE	3,060,000
Pine Bluff, AR	1,700,000
Springfield, IL	3,740,000

Amendment No. 43: Provides that $9,633,333 shall be derived from the Highway Trust Fund instead of $1,333,334 as proposed by the Senate and $10,000,000 as proposed by the House.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Amendment No. 44: Limits obligations for Federal-aid highways and highway safety construction programs to $14,500,000,000 as proposed by the House instead of $13,850,000,000 as proposed by the Senate.

Federal-aid Highways obligational authority.—Following is the conferees' best estimate of fiscal year 1991 federal-aid highways obligational authority that will be made available to the states under the $14,500,000,000 obligation limitation. These figures are subject to change when more accurate data become available. In addition, an estimated $1,568,000,000 will also be obligated for federal-aid highway programs exempted from the obligation limitation.

COMPARISON OF ACTUAL FISCAL YEAR 1990 OBLIGATION LIMITATION FOR FEDERAL-AID HIGHWAYS WITH ESTIMATED LEVELS FOR FISCAL YEAR 1991

[In thousands of dollars]

State	Fiscal year 1990 actual	Fiscal year 1991 estimates
Alabama	$202,194	$248,718
Alaska	144,797	174,554
Arizona	121,741	146,824
Arkansas	101,948	123,804
California	899,089	1,117,412
Colorado	172,377	195,291
Connecticut	309,129	386,222
Delaware	47,659	57,592
District of Columbia	87,027	108,297
Florida	326,754	404,196
Georgia	260,798	317,764
Hawaii	131,942	115,946
Idaho	68,576	83,024
Illinois	333,281	372,510
Indiana	180,100	216,706
Iowa	146,539	164,995
Kansas	128,530	155,622
Kentucky	152,234	186,471
Louisiana	200,154	248,042
Maine	57,397	69,475
Maryland	271,844	281,526
Massachusetts	859,013	1,087,275
Michigan	272,295	332,556
Minnesota	155,733	182,929
Mississippi	111,088	134,437
Missouri	219,696	265,827
Montana	100,912	121,030
Nebraska	89,847	108,627
Nevada	68,119	82,262
New Hampshire	50,981	61,685
New Jersey	336,871	417,663
New Mexico	97,740	117,277
New York	630,700	772,839
North Carolina	208,794	257,619
North Dakota	67,809	81,614
Ohio	331,859	414,187
Oklahoma	134,151	162,833
Oregon	122,567	151,627
Pennsylvania	465,602	567,977
Rhode Island	106,359	131,628
South Carolina	116,534	141,438
South Dakota	74,714	89,662
Tennessee	208,446	255,252
Texas	549,279	667,441
Utah	87,287	105,872
Vermont	51,407	62,130
Virginia	202,899	238,944
Washington	223,448	254,377
West Virginia	105,263	130,106

COMPARISON OF ACTUAL FISCAL YEAR 1990 OBLIGATION LIMITATION FOR FEDERAL-AID HIGHWAYS WITH ESTIMATED LEVELS FOR FISCAL YEAR 1991—Continued

[In thousands of dollars]

State	Fiscal year 1990 actual	Fiscal year 1991 estimates
Wisconsin	147,008	178,137
Wyoming	76,051	91,288
American Samoa	396	488
Guam	396	488
Puerto Rico	54,198	65,577
Northern Marianas	396	488
Virgin Islands	396	488
Territories	10,783	13,014
Subtotal	10,683,147	12,922,073
Administration	227,000	234,850
Federal lands	233,500	237,000
Allocation reserve	1,066,353	1,106,077
Total	12,210,000	14,500,000

The estimated limitations are based on estimated fiscal year 1991 apportionments; the allocation reserve is based on actual allocation used to compute the fiscal year 1990 limitation. Data needed to compute the actual distribution of the estimated fiscal year 1991 limitations is not available at this time.

Interstate Transfer—highways.—The conference agreement includes the following allocations of interstate transfer-highways discretionary funds:

California	$15,000,000
District of Columbia	26,400,000
Illinois	32,457,313
Iowa	15,242,458
Maryland	50,000,000
Oregon	5,000,000
Other	40,900,229

The conferees recognize that delays in some regions' projects might necessitate adjustments to the above allocations. The conferees expect these adjustments, if required, to be accomplished through the normal reprogramming process.

Amendment No. 45: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that directs the Federal Highway Administration to participate fully in funding the longer bridge as required for compliance with the coastal zone plan of the State of New Jersey, on interstate 295 in Trenton, New Jersey.

RIGHT-OF-WAY REVOLVING FUND

(LIMITATION ON DIRECT LOANS)

(HIGHWAY TRUST FUND)

Amendment No. 46: Limits obligations for direct loans to $42,500,000 as proposed by the House instead of $47,850,000 as proposed by the Senate.

The conference agreement includes $5,400,000 for the Route 31 bypass preservation pilot project in New Jersey and $4,000,000 for the Carson City, Nevada, bypass project.

MOTOR CARRIER SAFETY GRANTS

(HIGHWAY TRUST FUND)

Amendment No. 47: Limits obligations to $61,500,000 as proposed by the House instead of $60,000,000 as proposed by the Senate.

The conference agreement distributes these funds as follows:

Basic grants to states	$46,700,000
Commercial drivers license	13,000,000
Administrative expenses	300,000
Continuation of operation deacon enhancement program	800,000
Pilot program for traffic enforcement	300,000
Implementation of verification program	300,000
Development of local government truck inspection programs	100,000

BALTIMORE-WASHINGTON PARKWAY

(HIGHWAY TRUST FUND)

Amendment No. 48: Appropriates $8,415,000 instead of $9,900,000 as proposed by the House. The Senate bill contained no similar appropriation.

INTERMODAL URBAN DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 49: Appropriates $8,500,000 instead of $10,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY SAFETY AND ECONOMIC DEVELOPMENT DEMONSTRATION PROJECTS

(HIGHWAY TRUST FUND)

Amendment No. 50: Appropriates $17,000,000 instead of $20,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY SAFETY IMPROVEMENT DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 51: Appropriates $7,650,000 instead of $9,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY-RAILROAD GRADE CROSSING SAFETY DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Amendment No. 52: Appropriates $6,800,000 instead of $8,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY WIDENING DEMONSTRATION PROJECT

Amendment No. 53: Appropriates $1,700,000 instead of $2,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

BRIDGE IMPROVEMENT DEMONSTRATION PROJECT

Amendment No. 54: Restores House language that reallocates $2,000,000 of funds previously appropriated for the bridge improvement demonstration project. The Senate bill contained no similar provision.

HIGHWAY WIDENING AND IMPROVEMENT DEMONSTRATION PROJECT

Amendment No. 55: Appropriates $3,400,000 instead of $4,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

INTERSECTION SAFETY DEMONSTRATION PROJECT

Amendment No. 56: Appropriates $3,060,000 instead of $3,600,000 as proposed by the House. The Senate bill contained no similar appropriation.

CLIMBING LANE AND HIGHWAY SAFETY DEMONSTRATION PROJECT

Amendment No. 57: Appropriates $10,200,000 instead of $12,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

INDIANA INDUSTRIAL CORRIDOR SAFETY DEMONSTRATION PROJECT

Amendment No. 58: Appropriates $2,550,000 instead of $3,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY CAPACITY IMPROVEMENT DEMONSTRATION PROJECT

Amendment No. 59: Appropriates $1,700,000 instead of $2,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

ALABAMA HIGHWAY BYPASS DEMONSTRATION PROJECT

Amendment No. 60: Appropriates $8,500,000 instead of $10,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

KENTUCKY BRIDGE DEMONSTRATION PROJECT

Amendment No. 61: Appropriates $3,400,000 instead of $4,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

VIRGINIA HOV SAFETY DEMONSTRATION PROJECT

Amendment No. 62: Appropriates $7,225,000 instead of $8,500,000 as proposed by the House. The Senate bill contained no similar appropriation.

URBAN HIGHWAY CORRIDOR AND BICYCLE TRANSPORTATION DEMONSTRATION PROJECTS

Amendment No. 63: Appropriates $8,500,000 for the M–59 urban highway corridor and $850,000 for a bicycle transportation project

instead of $10,000,000 and $1,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

URBAN AIRPORT ACCESS SAFETY DEMONSTRATION PROJECT

Amendment No. 64: Appropriates $9,350,000 instead of $11,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

PENNSYLVANIA RECONSTRUCTION DEMONSTRATION PROJECT

Amendment No. 65: Appropriates $17,000,000 instead of $20,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

PENNSYLVANIA TOLL ROAD DEMONSTRATION PROJECT

Amendment No. 66: Appropriates $5,100,000 instead of $6,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

HIGHWAY DEMONSTRATION PROJECTS

Amendment No. 67: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: *$71,365,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following allocations for highway demonstration projects:

Center Street extension (Pittsfield, MA)	$3,360,000
Florida U.S. 27 (Palm Beach County)	5,950,000
Grand Concourse Avenue traffic improvements (Bronx, NY)	425,000
Illinois interchange (I-80 and Houbolt Road)	3,000,000
Lake Road Outlet Bridge (Irondequoit, NY)	4,250,000
Pennsylvania industrial park access (Donora-Monessen Bridge)	1,275,000
Pontotoc County Rural Industrialization and Skill Center access road (Ada, OK)	1,275,000
Norrell Road and Interstate 20 (Hinds County, MS)	1,700,000
Texarkana, TX, road improvements (Leopard Drive, off U.S. Highway 59) (Redwater Minton Road)	1,445,000
Lock and dam 4 bridge (AR)	2,125,000
Highway 71 (Fayetteville to I-40, AR)	8,500,000
Interstate 90 interchange (Bozeman, MT)	4,462,000
Route 21 improvements (Newark, NJ)	1,488,000
Lakeview Road (Stillwater, OK)	2,550,000
U.S. Route 89 (Farmington to Ogden, UT)	4,250,000
Cordell Hull Bridge (Carthage, TN)	730,000
Fifth/Sixth Street improvements (Waterloo, IA)	3,400,000
Interstate 70/110th Street interchange (Kansas City, KS)	3,693,000
Traffic control system (Charleston, SC)	337,000
Great River Road bridge (Dyer/Lauderdale Counties, TN)	4,250,000
Olive Road crossing (Augusta, GA)	1,675,000
Ninth Street crossing (Provo, UT)	2,550,000
Grade crossing (White River Junction, VT)	170,000
Bridge construction (Hillsboro, IL)	430,000
Highway 61 (Keokuk to Dubuque, IA)	5,100,000
Rail consolidation/highway safety (Monroe, MI)	2,975,000

HIGHWAY DEMONSTRATION PROJECTS—PRELIMINARY ENGINEERING

Amendment No. 68: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: *$48,293,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following allocations for preliminary engineering, environmental studies and right-of-way acquisition for highway demonstration projects:

Biscayne Boulevard renovation (Miami, FL)	$1,700,000
Blackstone River Bikeway project (MA)	255,000
California feasibility studies:	
Dixon grade separation projects (3)	115,000
State Route 12 bypass (City of Rio Vista)	85,000
California Highway 156 bypass (Hollister)	1,275,000
Columbus, IN, I-65 and State Road 46 interchange	2,125,000
Highway 63 (Waterloo, IA, and Rochester, MN)	212,000
Hubbard Expressway project (Youngstown, OH)	2,550,000
Indiana East Chicago Marina/rerouting of Route 12	170,000
Interstate 66 feasibility study	1,275,000
Interstate 680 access ramps project (Youngstown, OH)	1,700,000
Michigan Bristol Road relocation project (Flint and Genesee County)	5,374,000
Michigan M-84 expansion (Saginaw and Bay Counties)	2,125,000
Michigan U.S. 31 (City of Niles and City of Benton Harbor)	850,000
Minnesota U.S. Highway 212 (I-494 to in-place 212 west of Chaska)	1,700,000
Mississippi feasibility study (Jackson)	255,000
Muncie, IN, State Road 67 (I-69 to Muncie By-Pass)	1,190,000
New York Exit 26 bridge project (Schenectady County)	1,700,000
Ohio-West Virginia highway (Ohio Route 35 and a routing to be determined in West Virginia)	510,000
Pennsylvania U.S. 220 (Bald Eagle to Centre County line)	1,700,000
Pennsylvania U.S. Route 202 bypass (Montgomeryville and Doylestown)	1,360,000
Pennsylvania State Route 711 bypass (Ligonier)	3,400,000
Florida causeway tunnel project (Fort Lauderdale)	3,692,000
Rural economic development demonstration project (Illinois 336 from Carthage to Macomb)	1,500,000
Washington State Route 509 East-West corridor (Tacoma)	2,550,000
Great River bridge (AR/MS)	1,275,000
Conway Bypass (NH)	1,700,000
Interstate 5 HOV lanes (Seattle to Dupont, WA)	3,400,000
U.S. 95 corridor preservation (Las Vegas, NV)	2,550,000

Interstate 66 feasibility study.—For the purposes of the Interstate 66 feasibility study, the 50-mile-wide Kentucky corridor shall be centered on the cities of Bowling Green, Columbia, Somerset, London, Hazard, Jenkins, and Pikeville.

CORRIDOR H IMPROVEMENT PROJECT

Amendment No. 69: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate appropriating $51,500,000.

CORRIDOR G IMPROVEMENT PROGRAM

Amendment No. 70: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

Corridor G Improvement Program

For the purpose of carrying out a demonstration of methods of eliminating traffic congestion, and to promote economic benefits for the area affected by the construction of the Corridor G segment of the Appalachian Highway System, there is hereby appropriated $33,275,000 to remain available until expended: Provided, That all funds appropriated under this head shall be exempted from any limitation on obligations for Federal-aid highways and highway safety construction programs.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

CORRIDOR D IMPROVEMENT PROJECT

Amendment No. 71: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate appropriating $10,000,000.

BYPASS CONSTRUCTION PROJECT

Amendment No. 72: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$42,500,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

CORNING BYPASS SAFETY DEMONSTRATION PROJECT

Amendment No. 73: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$17,000,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

TURQUOISE TRAIL PROJECT

Amendment No. 74: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$4,684,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

TRADE ENHANCEMENT DEMONSTRATION PROJECT

Amendment No. 75: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$10,625,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

OTTUMWA ROAD EXTENSION PROJECT

Amendment No. 76: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$8,500,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

IOWA CONNECTOR PROJECT

Amendment No. 77: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$1,488,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

HIGHWAY 20 REALIGNMENT PROJECT

Amendment No. 78: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$2,550,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

BRIDGE TRAFFIC SAFETY DEMONSTRATION PROJECT

Amendment No. 79: Deletes appropriation of $2,000,000 proposed by the Senate. The House bill contained no similar appropriation.

RAMP RELOCATION AND RECONSTRUCTION DEMONSTRATION PROJECT

Amendment No. 80: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$10,200,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

U.S. 54 INTERCHANGE PROJECT

Amendment No. 81: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede

and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: *$9,265,000* and

In lieu of the second sum named in said amendment, insert: *$200,000,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

Amendment No. 82: Appropriates $76,347,100, of which $5,000,000 shall be for carrying out 23 U.S.C. 410 instead of $70,075,500 as proposed by the House and $76,664,000, of which $8,000,000 shall be for carrying out 23 U.S.C. 410 as proposed by the Senate.

Amendment No. 83: Provides that $38,229,500 shall remain available until expended instead of $30,197,000 as proposed by the House and $40,851,000 as proposed by the Senate.

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

Amendment No. 84: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert the following: *$42,365,900*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following distribution for the Operations and Research activity:

Rulemaking	$8,629,000
Enforcement	14,480,000
Highway safety	39,536,500
Research and analysis	47,386,000
Office of the administrator	3,459,000
General administration	9,607,000

The conference agreement includes the following adjustments to the President's budget request:

Rulemaking:	
Hold awards at fiscal year 1990 level	−$16,000
Delete market incentives position	−75,000
Fuel economy contracts	−120,000
Administrative cost growth	−71,000
Enforcement:	
Hold awards/admin services at fiscal year 1990 level	−280,000
Two positions—Office of Defects Invest	+150,000
Compliance program	+1,000,000
Highway safety:	
Hold awards at fiscal year 1990 level	−66,000
Delete one OEES position	−50,000
Office operating expenses	−150,000

Travel	−144,000
Contracts	−101,500
Section 410 alcohol incentive grants	−3,000,000
Research and analysis:	
Hold awards at fiscal year 1990 level	−70,000
Administrative cost growth	−219,000
Advanced technology program	−250,000
Biomechanics research	+3,000,000
National advanced driving simulator	+1,800,000
Office of the Administrator:	
Hold awards at fiscal year 1990 level	−34,000
Administrative cost growth	−91,000
General administration:	
Hold awards at fiscal year 1990 level	−14,000
Hold PCS moves at fiscal year 1990 level	−100,000
Hold program evaluation contracts at fiscal year 1990 level	−105,000
Administrative cost growth	−300,000
Accountwide adjustments:	
Rental payments consolidation	−4,104,000
Training cost growth	−62,500
Field office overhead cost growth	−90,000
Jackson Memorial shock-trauma research	+2,000,000
Dade County trauma system support	+250,000
New Jersey trauma research	+2,700,000

Sixty-five-mile-per-hour demonstration analysis.—The conferees agree with the position of the House that no funds should be used to continue the 65-mile-per-hour demonstration program, as authorized in 1987, due to a flawed sampling methodology. However, the conferees wish to clarify that such prohibition does not extend to NHTSA's overall analysis of the safety impact of the 65-mile-per-hour speed limit on rural interstates.

Section 410 grants.—The conferees have agreed to provide $5,000,000 for incentive grants to states under the section 410 NHTSA Drunk Driving Prevention Act program. The conference agreement also includes the provisions contained in section 336 of the Senate bill. By providing that a state could qualify for an incentive grant if it allocates "a significant portion of" fines and fees paid by those "apprehended and fined for" drunk driving to programs designed to stop drunk driving, the conferees have made clear that not all such fines and fees must be devoted to this sole purpose for a state to qualify. The conferees wish to emphasize that NHTSA should provide incentive grants to reward those states which are taking steps to provide for self-sufficient stop-DUI programs without requiring in the short term that such programs be totally self-sufficient.

HIGHWAY TRAFFIC SAFETY GRANTS

(HIGHWAY TRUST FUND)

Amendment No. 85: Appropriates $104,825,000 as proposed by the House instead of $107,358,000 as proposed by the Senate.

Amendment No. 86: Limits obligations for "Alcohol safety incentive grants" to $15,000,000 instead of $10,967,000 as proposed by the House and $17,000,000 as proposed by the Senate.

FEDERAL RAILROAD ADMINISTRATION

OFFICE OF THE ADMINISTRATOR

Amendment No. 87: Appropriates $14,433,000 instead of $13,404,000 as proposed by the House and $14,547,000 as proposed by the Senate.

Amendment No. 88: Provides that $1,669,000 shall remain available until expended for the Office of the Administrator as proposed by the House instead of $1,744,000 as proposed by the Senate.

The conference agreement includes the following adjustments to the President's budget request:

Technical assistance—Class II/III railroads	−$75,000
General counsel (+3 new positions)	+155,000
PCB cost growth	−39,000
Rental payment consolidation	−1,415,000

Wyoming passenger rail study.—The conferees do not agree with language proposed by the House which would have directed FRA to conduct a study on the feasibility of adding a new rail line providing passenger rail service through southern Wyoming. The conferees are not convinced that such a study is necessary. Consequently, FRA is directed not to conduct such a study at this time.

LOCAL RAIL FREIGHT ASSISTANCE

Amendment No. 89: Deletes the word "Service" in the head and inserts the word "Freight" as proposed by the Senate.

Amendment No. 90: Appropriates $10,000,000 instead of $7,000,000 as proposed by the House and $12,000,000 as proposed by the Senate.

Amendment No. 91: Deletes language that places certain administrative requirements on states applying for program funds proposed by the House. The Senate bill contained no similar provision.

RAILROAD SAFETY

Amendment No. 92: Appropriates $34,362,000 instead of $34,110,000 as proposed by the House and $34,616,000 as proposed by the Senate.

Amendment No. 93: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that exempts from Federal Railroad Administration training charges state rail safety inspector activities under section 206 of the Federal Railroad Safety Act of 1970.

The conference agreement includes the following adjustments to the President's budget request:

Rail safety trainees	−$126,000
Office automation	−130,000
Health care benefits cost growth	−380,000
Rental payments consolidation	−1,504,000

RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 94: Appropriates $22,147,000 instead of $17,747,000 as proposed by the Senate and $25,212,000 as proposed by the House.

Amendment No. 95: Provides $1,000,000 for a grant to the Long Island Rail Road as proposed by the Senate instead of $250,000 as proposed by the House.

Amendment No. 96: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate to expand and extend the Long Island Rail Road intermodal project to include acquisition of intermodal equipment and related equipment, and improve terminal facilities. The House bill contained no similar provision.

Amendment No. 97: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate providing $500,000 to the State of Washington for a study on preliminary corridor design and other work encompassing magnetic levitation and/or other high speed rail/ground transportation. The House bill contained no similar provision.

The conference agreement includes the following adjustments to the President's budget request:

Grade crossing R&D	+$700,000
Locomotive crashworthiness R&D	+200,000
Track safety	−500,000
Maglev/high speed rail	+3,850,000
Long Island Rail Road Intermodal Project	+1,000,000
Accountwide adjustments	−87,000

Grade crossing research and development.—The conferees agree to increase the budget for this activity by $700,000, and direct the Federal Railroad Administration to work closely with the Federal Highway Administration and the National Highway Traffic Safety Administration in conducting a fully integrated grade crossing R&D program. Since grade crossing accidents by definition involve the interface between rail lines and roadways, it is imperative that resources and expertise in these respective areas of transportation be combined for an effective solution to the grade crossing problem.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Amendment No. 98: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$179,000,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement distributes these funds as follows:

Dual-propulsion locomotives	$14,000,000
Delaware-New Jersey CETC	5,100,000
Electric traction system	15,900,000
Bridge replacement	5,700,000
Communications/signal system	2,300,000
Track improvements	6,400,000
Platform rehabilitation	4,600,000
Electrification design	25,000,000
High-speed interlockings	6,000,000
Bridge upgrades	5,000,000
New Haven track/electric catenary reconfiguration	5,000,000
High level platform	1,300,000
Canton viaduct	1,500,000
Shell interlocking/electrification reconfiguration	25,000,000
Northend signal/electrification	56,200,000

Amendment No. 99: Deletes language proposed by the Senate that prohibits obligation of funds until September 30, 1991. The House bill contained no similar provision.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 100: Appropriates $475,080,000 instead of $470,000,000 as proposed by the Senate and $482,000,000 as proposed by the House.

Amendment No. 101: Provides $343,080,000 for Amtrak operating support as proposed by the House instead of $340,000,000 as proposed by the Senate.

Amendment No. 102: Provides $132,000,000 for Amtrak capital improvements instead of $130,000,000 as proposed by the Senate and $138,920,000 as proposed by the House.

Amendment No. 103: Restores the House language restricting federal participation for Atlantic City rail line capital projects and the Amtrak share of Spuyten Duyvil, New York, rail line capital projects to not more than 60 percent of the total costs, and also restores and modifies the House language to prohibit Amtrak from operating Atlantic City service unless at least 80 percent of short-term avoidable operating costs are covered during the third year of operations and 100 percent of such costs are covered for each year thereafter. Under the House bill these operating cost recovery percentages were 80 percent for the second year and 100 percent for each year thereafter.

The conference agreement also restores House language which requires that no funds are required to be expended pursuant to 45 U.S.C. 601(e).

Amendment No. 104: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following:

Mandatory Passenger Rail Service Payments

Notwithstanding any other provision of law, funds provided under this head are available to enable the Secretary of Transportation to pay obligations of the National Railroad Passenger Corporation for repayment taxes due under section 3321 of the Internal Revenue Code of 1986.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING FUNDS

Amendment No. 105: Prohibits new loan guarantee commitments during fiscal year 1991 as proposed by the House instead of providing $100,000,000 in section 511 loan guarantees as proposed by the Senate.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Amendment No. 106: Appropriates $5,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

AMTRAK CORRIDOR IMPROVEMENT LOANS

Amendment No. 107: Provides $3,500,000 in loans as proposed by the House. The Senate bill contained no similar provision.

URBAN MASS TRANSPORTATION ADMINISTRATION

ADMINISTRATIVE EXPENSES

Amendment No. 108: Appropriates $32,583,000 instead of $32,396,000 as proposed by the Senate and $32,770,000 as proposed by the House. The conference agreement provides funds for 429 full-time equivalent positions.

FORMULA GRANTS

Amendment No. 109: Appropriates $1,600,000,000 as proposed by the Senate instead of $1,690,000,000 as proposed by the House.

Amendment No. 110: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum named in said amendment, insert: *$13,000,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

DISCRETIONARY GRANTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Amendment No. 111: Limits obligations to $1,400,000,000 as proposed by the Senate instead of $1,200,000,000 as proposed by the House.

The conference agreement distributes these funds as follows:

Bus and bus facilities	$220,000,000
Existing rail modernization and extensions	455,000,000
New systems and new extensions	440,000,000
(Los Angeles)	(150,000,000)
(Atlanta)	(30,000,000)
(St. Louis)	(60,000,000)
(San Francisco)	(40,000,000)
(Honolulu)	(11,000,000)
(Houston)	(32,000,000)
(Dallas)	(20,000,000)
(Denver)	(17,600,000)
(Baltimore)	(5,000,000)
(Jacksonville)	(14,000,000)
(Cleveland)	(5,000,000)
(Hudson waterfront)	(20,000,000)
(Chicago)	(16,000,000)
(Miami)	(12,000,000)
(Salt Lake City)	(5,000,000)

(San Diego)	(400,000)
(Chattanooga)	(1,000,000)
(Portland)	(1,000,000)
Planning	45,000,000
Elderly and handicapped	35,000,000
University transportation centers	5,000,000
Section 9B formula grants	200,000,000

Portland Westside light rail.—The conferees concur with the Senate report language and require that the data requested on the Westside light rail project in Portland, Oregon, be provided under the Urban Mass Transportation Administration's major capital investment project planning procedures pursuant to House Report 101–183 and that the project proceed to final design and the execution of a full funding agreement under those same procedures. In addition, the conferees expect the data to fully reflect Tri-Met's ongoing experience with its existing light rail alignment.

MASS TRANSIT CAPITAL FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Amendment No. 112: Appropriates $900,000,000 as proposed by the Senate instead of $815,000,000 as proposed by the House.

INTERSTATE TRANSFER GRANTS—TRANSIT

Amendment No. 113: Appropriates $160,000,000 as proposed by the House instead of $180,000,000 as proposed by the Senate.

The conferees have agreed to the following discretionary allocations:

Chicago	$18,000,000
New Jersey	1,908,232
New York City	13,529,823
Baltimore	36,000,000
Memphis	10,161,945
Project management	400,000

WASHINGTON METRO

Amendment No. 114: Appropriates $64,100,000 as proposed by the Senate instead of $108,000,000 as proposed by the House.

Amendment No. 115: Deletes House language providing that $43,900,000 of the Washington Metro appropriation shall be available only upon enactment of authorizing legislation. The Senate bill contained no similar provision.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Amendment No. 116: Appropriates $10,250,000 as proposed by the Senate instead of $10,500,000 as proposed by the House.

Amendment No. 117: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate making $174,000 available until expended.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

Amendment No. 118: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: *$15,833,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes the following amounts:

Operations:	
Administrator	$460,000
(Positions)	(5)
Chief counsel	664,000
(Positions)	(11)
Program management and administration	1,400,000
(Positions)	(17)
Aviation information management	2,386,000
(Positions)	(22)
Emergency transportation	808,000
(Positions)	(7)
Hazardous materials	9,294,000
(Positions)	(100)
Research and technology	500,000
(Positions)	(6)
(Transportation Systems Center positions)	(515)
Accountwide adjustments	−1,214,000
Research and Development:	
Hazardous materials	1,125,000
Emergency transportation	110,000
Research and technology	300,000

Amendment No. 119: Provides that $1,535,000 shall remain available until expended as proposed by the Senate instead of $1,555,000 as proposed by the House.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

Amendment No. 120: Appropriates $11,042,000 instead of $10,367,000 as proposed by the House and $11,067,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Personnel compensation and benefits (66 positions)	$3,203,000
Administrative costs	1,168,000
Program funds	1,179,000
Research and development	725,000
State grants	5,200,000
Accountwide adjustments	−433,000

Amendment No. 121: Provides that $5,925,000 shall remain available until expended as proposed by the Senate instead of $5,725,000 as proposed by the House.

Office of the Inspector General

SALARIES AND EXPENSES

Amendment No. 122: Appropriates $31,875,000 as proposed by the Senate instead of $30,970,000 as proposed by the House.

The conference agreement includes the following adjustments to the President's budget request:

Uncontrollable overtime	+$250,000
AICIS computer system	−100,000
Accountwide adjustments	−2,262,000

TITLE II—RELATED AGENCIES

National Transportation Safety Board

SALARIES AND EXPENSES

Amendment No. 123: Appropriates $31,470,000 instead of $30,940,000 as proposed by the House and $32,000,000 as proposed by the Senate.

The conference agreement provides for 356 full-time equivalents.

Amendment No. 124: Provides $1,000 for official reception and representation expenses instead of $500 as proposed by the House and $2,500 as proposed by the Senate.

Interstate Commerce Commission

SALARIES AND EXPENSES

Amendment No. 125: Appropriates $43,777,000 as proposed by the Senate instead of $45,369,000 as proposed by the House.

The conferees intend that positions be allocated as stated in the justifications accompanying the budget request. However, should the need arise to provide changes in those allocations during the fiscal year, the conferees will consider such changes through the normal reprogramming procedures.

Panama Canal Commission

PANAMA CANAL REVOLVING FUND

Amendment No. 126: Limits administrative expenses to $48,928,000 as proposed by the House instead of $48,941,000 as proposed by the Senate.

Amendment No. 127: Limits obligations for non-administrative and capital programs to $459,000,000 as proposed by the Senate instead of $448,497,000 as proposed by the House.

TITLE III—GENERAL PROVISIONS

Amendment No. 128: Limits funds for the Department of Transportation advisory committees to $1,350,000 instead of $350,000 as proposed by the House and $1,400,000 as proposed by the Senate. The conference agreement provides $1,000,000 for an Intelligent vehicle/highway system advisory council.

Amendment No. 129: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following:

SEC. 325. (a) INTERMODAL URBAN DEMONSTRATION PROJECT.—Funds appropriated in this Act for "Intermodal Urban Demonstration Project" shall remain available until expended.

(b) WESTSIDE CONNECTOR RAIL LINE PROJECT.—Notwithstanding any other provision of law, of the discretionary funds available to New York State under the Interstate Transfer Grants-Transit account of this Act, $11,000,000 shall be transferred to the Federal Railroad Administration, which shall make such funds available to Amtrak for the Westside Connector Rail Line Project in New York City.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 130: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following:

SEC. 327. (a) MAXI-CUBE VEHICLES.—Section 411(d) of the Surface Transportation Assistance Act of 1982 (49 U.S.C. App. 2311(d)), relating to length limitations on federally assisted highways, is amended by inserting after "boat transporters" the following: "and maxi-cube vehicles".

(b) INTERNATIONAL FLIGHT SERVICE TRANSMITTING FACILITY.—(1) Notwithstanding any other provision of law, and subject to the provisions of subsection (b)(2) below, title to a certain 102 acres of property located at West Sayville, town of Islip, Suffolk County, New York, as described in a deed dated November 4, 1918, from the Atlantic Communication Company, recorded in the office of the County Clerk of Suffolk County, New York on February 2, 1921, in Deed Liber 1016, page 433; a quit claim deed dated January 20, 1920, from Mary E. Shell; Executrix of the Estate of Edward Shell, recorded in the office of the County Clerk of Suffolk County, New York in Deed Liber 1016, page 438; and a deed dated September 2, 1920, from Atlantic Communication Company, recorded in the office of the County Clerk of Suffolk County, New York in Deed Liber 1016, page 443,- and known as the Federal Aviation Administration's International Flight Service Transmitting Facility, shall be conveyed to the Fish and Wildlife Service of the United States Department of the Interior in order to ensure the continued protection of the sandplain gerardia (Agalinis acuta) a federally listed endangered plant species.

(2) The conveyance of the property identified in subsection (b)(1) shall become effective upon certification by the Administrator of the Federal Aviation Administration that the International Flight Service Transmitting Facility currently located on such property has been completely relocated to an alternate site in Barnegat, New

Jersey, and that the relocated International Flight Service Transmitting Facility is fully functional.

(3) Pursuant to the provisions of 40 U.S.C. 484(k)(2), a certain 19.2 acres of property located on the west side of Cherry Avenue in West Sayville, town of Islip, County of Suffolk, New York, as described in a Declaration of Taking, Civil Number 60-CD-853, filed in United States District Court for the Eastern District of New York, dated September 9, 1960, shall be transferred, as a public benefit transfer and without cost, to said town of Islip for recreational purposes.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 131: Restores House language requiring the Secretary to reduce by 25 percent state obligations for Federal-aid highways and highway safety construction programs if that state has a public authority providing mass transportation for an urbanized area within such state with a population of 3,000,000 or more and does not have a dedicated tax-based source of funding for mass transit. The Senate bill contained no similar provision.

Amendment No. 132: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 330. (a) AUXILIARY FLIGHT SERVICE STATION PROGRAM.—The Administrator of the Federal Aviation Administration shall develop and implement a system of manned auxiliary flight service stations. The auxiliary flight service stations shall supplement the services of the planned consolidation to 61 automated flight service stations under the flight service station modernization program. Auxiliary flight service stations shall be located in areas of unique weather or operational conditions which are critical to the safety of flight. Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall report to Congress with the plan and schedule for implementation of this section.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 133: Restores House language prohibiting the use of funds for a new National Weather Graphics System and deletes Senate language directing the Secretary of Transportation to publish and promulgate a rule prohibiting the use of radar detectors by drivers operating commercial motor vehicles.

Amendment No. 134: Deletes the words "beginning after fiscal year 1992," proposed by the House. The Senate bill addresses this matter in connection with amendment numbered 135.

Amendment No. 135: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate modifying the House language regarding the withholding of a State's highway funds if that State does not have in effect a law requiring an immediate revocation of the driver's license of any individual convicted of any drug offense.

Amendment No. 136: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate permitting funds previously appropriated for an intersection project in Louisiana to be used for a different intersection project in Louisiana.

Amendment No. 137: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 335. Notwithstanding section 127 of title 23, United States Code, the State of Wyoming may permit the use of the National System of Interstate and Defense Highways located in Wyoming by vehicles in excess of 80,000 pounds gross weight, but meeting axle and bridge formula specifications in section 127 of title 23, United States Code: Provided, That this section shall remain in effect until December 31, 1991.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 138: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that makes technical changes to the section 410 drunk driving prevention program.

Amendment No. 139: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 337. Within 180 days of the effective date of this Act, the Federal Aviation Administration shall undertake and complete a study on the classification of air traffic controllers at level IV limited radar approach facilities which includes airspace complexity as a factor in determining grade classification. The results of this study, along with an implementation plan, shall be provided to the House and Senate Committees on Appropriations.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees are concerned about increasing air traffic delays in the New York-New Jersey metropolitan area. In order to attract and retain more full performance level air traffic controllers in this region, the conferees have directed the FAA to complete a study, within 180 days of enactment of this measure, on the pay grades of controllers at certain air traffic control facilities. This study must consider airspace complexity, not merely volume of operations, at the facilities under review. The conferees have been assured that FAA promptly will act upon the results of this review to implement upgrades in controller salaries in accord with the complexities of their duties at these facilities.

Amendment No. 140: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 338. Notwithstanding any provision of the Urban Mass Transportation Act of 1964, as amended, the Urban Mass Transportation Administration shall not withhold fiscal year 1989, 1990 or 1991 funds for any section 3 and section 9 operating and capital assistance grants for the City of Phoenix, Arizona, based on the inclusion of a "preference in hiring" provision in the employee protective arrangements developed pursuant to 49 U.S.C. 1609(c).

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 141: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 339. Notwithstanding subsection (d) of section 402 of the Surface Transportation Assistance Act of 1982 (Public Law 97-424, 96 Stat. 2155, 2156) for States which have received only a development grant for fiscal year 1989 under such section 402 and which have participated in the Commercial Motor Carrier Safety Inspection and Weighing Demonstration Program, the Secretary shall only approve a plan under such section 402 for fiscal year 1991 which provides that the aggregate expenditure of funds of the State and political subdivision thereof, exclusive of Federal funds, for commercial motor vehicle safety programs will be maintained at a level which does not fall below the average level of such expenditure for the last two full fiscal years preceding fiscal year 1990.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

Amendment No. 142: Deletes Senate language authorizing the Secretary to issue the final rule entitled "Control of Drug Use in Mass Transportation Operations". The House bill contained no similar provision.

Amendment No. 143: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "341", insert: *340*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

	FY 1990 Enacted	FY 1991 Estimates	House	Senate	Conference	Conference compared with Enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses	---	(60,135,000)	---	(54,555,000)	---	---
Immediate Office of the Secretary	1,090,000	1,311,000	1,215,000	1,215,000	1,215,000	+125,000
Immediate Office of the Deputy Secretary	470,000	487,000	412,000	412,000	412,000	-58,000
Office of the General Counsel	6,120,000	6,500,000	6,420,000	6,420,000	6,420,000	+300,000
Office of the Assistant Secretary for Policy and International Affairs	8,250,000	10,061,000	8,810,000	8,500,000	8,500,000	+250,000
Office of the Assistant Secretary for Budget and Programs	2,325,000	2,400,000	2,390,000	2,400,000	2,390,000	+65,000
Office of the Assistant Secretary for Governmental Affairs	2,300,000	2,255,000	2,255,000	2,255,000	2,255,000	-45,000
Office of the Assistant Secretary for Administration	24,700,000	29,488,000	21,745,000	22,750,000	26,745,000	+2,045,000
Office of the Assistant Secretary for Public Affairs	1,350,000	1,389,000	1,389,000	1,389,000	1,389,000	+39,000
Executive Secretariat	835,000	918,000	918,000	918,000	918,000	+83,000
Contract Appeals Board	488,000	508,000	508,000	508,000	508,000	+20,000
Office of Civil Rights	1,315,000	1,353,000	1,353,000	1,353,000	1,353,000	+38,000
Office of Commercial Space Transportation	725,000	---	725,000	---	---	-725,000
Office of Essential Air Service	1,727,000	---	1,251,000	1,610,000	1,500,000	-227,000
Office of Small and Disadvantaged Business Utilization	3,500,000	3,465,000	3,465,000	3,465,000	3,465,000	-35,000
Office of Intelligence and Security	---	---	---	1,360,000	1,200,000	+1,200,000
Subtotal, Salaries and expenses	55,195,000	60,135,000	52,856,000	54,555,000	58,270,000	+3,075,000
Transportation planning, research, and development	6,748,000	4,047,000	4,777,000	2,947,000	2,947,000	-3,801,000
Office of Commercial Space Transportation Operations and research	---	4,517,000	---	4,217,000	3,386,000	+3,386,000
Working capital fund	4,441,000	10,446,000	---	---	---	-4,441,000
(Limitation on working capital fund)	(137,287,000)	(146,809,000)	(86,264,000)	(86,264,000)	(86,264,000)	(-51,023,000)
Payments to air carriers	30,643,000	23,600,000	23,600,000	26,600,000	26,600,000	-4,043,000
Rental payments	---	---	107,668,000	107,668,000	107,668,000	+107,668,000
Total, Office of the Secretary	97,027,000	102,745,000	188,901,000	195,987,000	198,871,000	+101,844,000
Coast Guard						
Operating expenses	1,917,728,000	2,391,351,000	2,192,000,000	2,051,103,000	2,039,839,000	+122,111,000
Funds included in Department of Defense Appropriations Act, 1990	160,000,000	---	---	---	---	-160,000,000
Subtotal, Operating expenses	2,077,728,000	2,391,351,000	2,192,000,000	2,051,103,000	2,039,839,000	-37,889,000

Acquisition, construction, and improvements	(436,686,000)	(419,536,000)	(391,994,000)	(432,396,000)	---	(-436,686,000)
Vessels	132,302,000	162,200,000	155,750,000	168,385,000	157,500,000	+25,198,000
Aircraft	196,110,000	110,300,000	101,700,000	93,500,000	90,010,000	-106,100,000
(By transfer)	(7,478,000)	---	---	---	---	(-7,478,000)
Other equipment	15,852,000	24,500,000	20,500,000	15,500,000	15,000,000	-852,000
Shore facilities and aids to navigation	70,887,000	86,000,000	81,385,000	112,675,000	106,885,000	+35,998,000
Personnel, survey and design	21,535,000	36,536,000	32,659,000	42,336,000	36,936,000	+15,401,000
Subtotal, Acquisition, construction, and improvements	436,686,000	419,536,000	391,994,000	432,396,000	406,331,000	-30,355,000
Environmental compliance and restoration	---	7,000,000	21,500,000	22,000,000	21,500,000	+21,500,000
Alteration of bridges	2,323,000	6,353,000	3,747,000	3,747,000	3,747,000	+1,424,000
Retired pay	420,800,000	437,300,000	437,300,000	437,300,000	437,300,000	+16,500,000
Reserve training	71,614,000	78,932,000	74,306,000	74,306,000	74,306,000	+2,692,000
Research, development, test, and evaluation	20,465,000	23,000,000	24,800,000	25,741,000	25,000,000	+4,535,000
Offshore oil pollution compensation fund (limitation)	(59,820,000)	(60,000,000)	(60,000,000)	---	---	(-59,820,000)
Deepwater port liability fund (limitation)	(49,850,000)	(50,000,000)	(50,000,000)	---	---	(-49,850,000)
Boat safety (Aquatic Resources Trust Fund)	29,910,000	30,000,000	35,000,000	35,000,000	35,000,000	+5,090,000
Total, Coast Guard: New budget (obligational) authority	3,059,526,000	3,393,472,000	3,180,647,000	3,081,593,000	3,043,023,000	-16,503,000
Federal Aviation Administration						
Operations	3,823,605,000	4,087,700,000	4,037,000,000	4,038,551,000	4,037,000,000	+213,395,000
(By transfer)	(9,970,000)	(10,000,000)	---	---	---	(-9,970,000)
Facilities and equipment (Airport and Airway Trust Fund)	1,721,171,000	2,500,000,000	2,138,615,000	2,240,018,000	2,095,407,000	+374,236,000
Research, engineering, and development (Airport and Airway Trust Fund)	170,163,000	190,000,000	195,000,000	206,600,000	205,000,000	+34,837,000
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization)	(1,190,000,000)	(1,277,000,000)	(1,400,000,000)	(1,400,000,000)	(1,400,000,000)	(+210,000,000)
(Limitation on obligations)	(1,425,000,000)	(1,500,000,000)	(1,800,000,000)	(1,650,000,000)	(1,800,000,000)	(+375,000,000)
Rescission of contract authority	-25,000,000	---	---	-10,900,000	-200,000,000	-175,000,000
Aircraft purchase loan guarantee program: (Limitation on borrowing authority)	(9,970,000)	(57,000,000)	(9,970,000)	(9,970,000)	(9,970,000)	---
Total, Federal Aviation Administration: New budget (obligational) authority	5,689,939,000	6,777,700,000	6,370,615,000	6,474,269,000	6,137,407,000	+447,468,000
(Limitations on obligations)	(1,425,000,000)	(1,500,000,000)	(1,800,000,000)	(1,650,000,000)	(1,800,000,000)	(+375,000,000)
Total	(7,114,939,000)	(8,277,700,000)	(8,170,615,000)	(8,124,269,000)	(7,937,407,000)	(+822,468,000)
Federal Highway Administration						
(Limitation on general operating expenses)	(233,298,000)	(264,470,000)	(245,400,000)	(263,751,000)	(256,415,000)	(+23,117,000)
University transportation centers (Highway Trust Fund)	4,985,000	5,000,000	5,000,000	5,000,000	5,000,000	+15,000
Highway safety research and development (Highway Trust Fund)	6,062,000	---	5,450,000	---	5,450,000	-612,000

	FY 1990 Enacted	FY 1991 Estimates	House	Senate	Conference	Conference compared with Enacted
Highway-related safety programs (Highway Trust Fund):						
(Liquidation of contract authorization)	(9,377,000)	(10,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	(+623,000)
(Limitation on obligations)	(9,377,000)	(10,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	(+623,000)
Railroad-highway crossings demonstration projects	14,845,000	---	15,000,000	2,000,000	14,450,000	-395,000
Federal-aid highways (Highway Trust Fund):						
(Limitation on obligations)	(12,210,000,000)	(12,013,000,000)	(14,500,000,000)	(13,850,000,000)	(14,500,000,000)	(+2,290,000,000)
(Liquidation of contract authorization)	(13,619,020,000)	(13,770,000,000)	(14,300,000,000)	(14,300,000,000)	(14,300,000,000)	(+680,980,000)
Disaster assistance (emergency fund)	1,000,000,000	---	---	---	---	-1,000,000,000
Right-of-way Revolving Fund (Highway Trust Fund):						
(Limitation on direct loans)	(42,373,000)	(47,850,000)	(42,500,000)	(47,850,000)	(42,500,000)	(+127,000)
Motor carrier safety	33,297,000	40,719,000	40,000,000	40,000,000	40,000,000	+6,703,000
Motor carrier safety grants (Highway Trust Fund):						
(Liquidation of contract authorization)	(51,844,000)	(63,000,000)	(63,000,000)	(63,000,000)	(63,000,000)	(+11,156,000)
(Limitation on obligations)	(60,019,000)	(60,000,000)	(61,500,000)	(60,000,000)	(61,500,000)	(+1,481,000)
Baltimore-Washington Parkway (Highway Trust Fund)	11,964,000	---	9,900,000	---	8,415,000	-3,549,000
Intermodal urban demonstration project (Highway Trust Fund)	9,846,000	---	10,000,000	---	8,500,000	-1,346,000
Highway safety and economic development demonstration projects (Highway Trust Fund)	11,840,000	---	20,000,000	---	17,000,000	+5,160,000
Highway safety improvement demonstration project (Highway Trust Fund)	10,949,000	---	9,000,000	---	7,650,000	-3,299,000
Highway-railroad grade crossing safety demonstration project (Highway Trust Fund)	9,355,000	---	8,000,000	---	6,800,000	-2,555,000
Highway widening demonstration project	1,968,000	---	2,000,000	---	1,700,000	-268,000
Bridge improvement demonstration project	3,988,000	---	---	---	---	-3,988,000
Highway widening and improvement demonstration project	4,926,000	---	4,000,000	---	3,400,000	-1,526,000
Intersection safety demonstration project	---	---	3,600,000	---	3,060,000	+3,060,000
Climbing lane and highway safety demonstration project	2,486,000	---	12,000,000	---	10,200,000	+7,714,000
Indiana industrial corridor safety demonstration project	2,378,000	---	3,000,000	---	2,550,000	+172,000
Highway capacity improvement demonstration project	---	---	2,000,000	---	1,700,000	+1,700,000
Oklahoma highway widening demonstration project	2,487,000	---	---	---	---	-2,487,000
Alabama highway bypass demonstration project	8,223,000	---	10,000,000	---	8,500,000	+277,000
Kentucky bridge demonstration project	4,933,000	---	4,000,000	---	3,400,000	-1,533,000
Virginia HOV safety demonstration project	4,629,000	---	8,500,000	---	7,225,000	+2,596,000
Urban highway corridor and bicycle transportation demonstration projects	4,484,000	---	11,000,000	---	9,350,000	+4,866,000
Urban airport access safety demonstration project	4,982,000	---	11,000,000	---	9,350,000	+4,368,000
Ebensburg bypass demonstration project	13,699,000	---	---	---	---	-13,699,000
Pennsylvania reconstruction demonstration project	---	---	20,000,000	---	17,000,000	+17,000,000
Pennsylvania toll road demonstration project	---	---	6,000,000	---	5,100,000	+5,100,000
Highway demonstration projects	---	---	23,800,000	58,070,000	71,365,000	+71,365,000
Highway demonstration projects - preliminary engineering	5,783,000	---	46,050,000	14,000,000	48,293,000	+42,510,000
Corridor safety improvement project (Highway Trust Fund)	17,248,000	---	---	---	---	-17,248,000
Bridge capacity improvements (Highway Trust Fund)	3,933,000	---	---	---	---	-3,933,000
Corridor H improvement project	31,672,000	---	---	51,500,000	51,500,000	+19,828,000
Road extension demonstration	10,958,000	---	---	---	---	-10,958,000

Des Moines inner loop demonstration project	2,792,000	---	---	---	---	-2,792,000
Corridor G Improvement Project	9,970,000	---	---	50,000,000	33,275,000	+23,305,000
Corridor D improvement project	---	---	---	10,000,000	10,000,000	+10,000,000
Bypass construction project	---	---	---	50,000,000	42,500,000	+42,500,000
Corning bypass safety demonstration project	19,940,000	---	---	20,000,000	17,000,000	-2,940,000
Spring Mountain demonstration project	2,193,000	---	---	---	---	-2,193,000
Manhattan Bridge replacement demonstration project	3,200,000	---	---	---	---	-3,200,000
Junction City highway improvement demonstration project	399,000	---	---	---	---	-399,000
Turquoise Trail project	---	---	---	5,910,000	4,684,000	+4,684,000
Trade enhancement demonstration project	---	---	---	12,500,000	10,625,000	+10,625,000
Ottumwa road extension project	---	---	---	10,000,000	8,500,000	+8,500,000
Iowa connector project	---	---	---	1,750,000	1,488,000	+1,488,000
Highway 20 realignment project	---	---	---	3,000,000	2,550,000	+2,550,000
Bridge traffic safety demonstration project	---	---	---	2,000,000	---	---
Reap relocation and reconstruction demonstration project	---	---	---	10,000,000	10,200,000	+10,200,000
U.S. 54 interchange project	---	---	---	10,900,000	9,265,000	+9,265,000
Total, Federal Highway Administration:						
New budget (obligational) authority	1,280,414,000	45,719,000	289,300,000	356,230,000	517,045,000	-763,369,000
(Limitations on obligations)	(12,279,396,000)	(12,083,000,000)	(14,571,500,000)	(13,920,000,000)	(14,571,500,000)	(+2,292,104,000)
Total	(13,559,810,000)	(12,128,719,000)	(14,860,800,000)	(14,276,230,000)	(15,088,545,000)	(+1,528,735,000)
National Highway Traffic Safety Administration						
Operations and research	73,340,000	76,376,000	70,075,500	76,664,000	76,347,100	+3,007,100
Operations and research (Highway Trust Fund)	31,756,000	40,950,000	38,960,500	40,394,000	42,365,900	+10,609,900
Subtotal, Operations and research	105,096,000	117,326,000	109,036,000	117,058,000	118,713,000	+13,617,000
Highway traffic safety grants (Highway Trust Fund) (Liquidation of contract authorization)	(136,604,000)	(105,000,000)	(104,825,000)	(107,358,000)	(104,825,000)	(-31,779,000)
State and community highway safety grants: (Limitation on obligations)	(114,655,000)	(114,655,000)	(114,655,000)	(114,655,000)	(114,655,000)	---
Alcohol safety incentive grants: (Limitation on obligations)	(15,967,000)	(10,967,000)	(10,967,000)	(17,000,000)	(15,000,000)	(-967,000)
Education grants (Sec. 209): (Cumulative limitation on obligations)	(4,736,000)	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	(+14,000)
Total, National Highway Traffic Safety Administration:						
New budget (obligational) authority	105,096,000	117,326,000	109,036,000	117,058,000	118,713,000	+13,617,000
(Limitations on obligations)	(130,622,000)	(125,622,000)	(125,622,000)	(131,655,000)	(129,655,000)	(-967,000)
Total	(235,718,000)	(242,948,000)	(234,658,000)	(248,713,000)	(248,368,000)	(+12,650,000)
Federal Railroad Administration						
Office of the Administrator	14,589,000	15,807,000	13,404,000	14,547,000	14,433,000	-156,000
Local rail freight assistance	6,979,000	---	7,000,000	12,000,000	10,000,000	+3,021,000
Railroad safety	31,495,000	36,500,000	34,110,000	34,616,000	34,362,000	+2,867,000
Railroad research and developeent	9,489,000	16,984,000	25,212,000	17,747,000	22,147,000	+12,658,000

	FY 1990 Enacted	FY 1991 Estimates	House	Senate	Conference	Conference compared with Enacted
Settlements of railroad litigation	---	3,362,000	3,362,000	3,362,000	3,362,000	+3,362,000
Portion applied to debt reduction	---	-3,097,000	-3,097,000	-3,097,000	-3,097,000	-3,097,000
Northeast corridor improvement program	24,442,000	---	16,000,000	165,000,000	179,000,000	+154,558,000
Grants to the National Railroad Passenger Corporation:						
Operations	521,111,000	---	343,080,000	340,000,000	343,080,000	-178,031,000
Capital	83,574,000	---	138,920,000	130,000,000	132,000,000	+48,426,000
Total, Grants to the National Railroad Passenger Corporation	604,685,000	---	482,000,000	470,000,000	475,080,000	-129,605,000
Mandatory Passenger Rail Service Payments	---	---	150,000,000	150,000,000	150,000,000	+150,000,000
Railroad Rehabilitation and Improvement Financing Funds:						
(Railroad credit enhancement)	(19,850,000)	---	(32,000,000)	(32,000,000)	(32,000,000)	(-17,850,000)
(Railroad loan guarantees)	---	---	---	(100,000,000)	---	---
Regional rail reorganization program	101,273,000	307,979	307,979	307,979	307,979	-100,965,021
Portion applied to debt reduction	-94,648,000	-284,979	-284,979	-284,979	-284,979	+94,363,021
Conrail commuter transition assistance	4,920,000	---	5,000,000	---	5,000,000	+80,000
Amtrak corridor improvement loans	3,500,000	---	3,500,000	---	3,500,000	---
(Loan authorization)	(3,500,000)	---	(3,500,000)	---	(3,500,000)	---
Total, Federal Railroad Administration	706,724,000	69,579,000	736,514,000	864,198,000	893,810,000	+187,086,000
Urban Mass Transportation Administration						
Administrative expenses	31,809,000	35,402,000	32,770,000	32,396,000	32,583,000	+774,000
Research, training, and human resources	9,970,000	10,000,000	8,000,000	8,000,000	8,000,000	-1,970,000
Formula grants	1,625,110,000	1,076,800,000	1,695,000,000	1,605,000,000	1,605,000,000	-20,110,000
Discretionary grants (Highway Trust Fund):						
(Limitation on obligations)	(1,136,580,000)	(1,140,000,000)	(1,200,000,000)	(1,400,000,000)	(1,400,000,000)	(+263,420,000)
Mass transit capital fund (Highway Trust Fund)						
(Liquidation of contract authorization)	(897,300,000)	(815,000,000)	(815,000,000)	(900,000,000)	(900,000,000)	(+2,700,000)
Interstate transfer grants - transit	159,520,000	---	160,000,000	180,000,000	160,000,000	+480,000
Washington Metro	84,745,000	38,000,000	108,000,000	64,100,000	64,100,000	-20,645,000
Total, Urban Mass Transportation Administration:						
New budget (obligational) authority	1,911,154,000	1,160,202,000	2,003,770,000	1,889,496,000	1,869,683,000	-41,471,000
(Limitations on obligations)	(1,136,580,000)	(1,140,000,000)	(1,200,000,000)	(1,400,000,000)	(1,400,000,000)	(+263,420,000)
Total	(3,047,734,000)	(2,300,202,000)	(3,203,770,000)	(3,289,496,000)	(3,269,683,000)	(+221,949,000)
Saint Lawrence Seaway Development Corporation						
Operations and Maintenance (Harbor Maintenance Trust Fund)	11,375,000	10,749,000	10,500,000	10,250,000	10,250,000	-1,125,000

Research and Special Programs Administration						
Research and special programs	17,158,000	16,723,000	16,300,000	15,916,000	15,833,000	-1,325,000
Pipeline safety (Pipeline Safety Fund)	10,159,000	10,800,000	10,367,000	11,067,000	11,042,000	+883,000
Total, Research and Special Programs Administration	27,317,000	27,523,000	26,667,000	26,983,000	26,875,000	-442,000
Office of the Inspector General						
Salaries and expenses	31,678,000	33,987,000	30,970,000	31,875,000	31,875,000	+197,000
Total, title I, Department of Transportation:						
New budget (obligational) authority (net)	12,920,250,000	11,739,002,000	12,946,920,000	13,047,939,000	12,847,552,000	-72,698,000
Appropriations	(13,039,898,000)	(11,742,383,979)	(12,950,301,979)	(13,062,220,979)	(13,050,933,979)	(+11,035,979)
Appropriations for debt reduction	(-94,648,000)	(-3,381,979)	(-3,381,979)	(-3,381,979)	(-3,381,979)	(+91,266,021)
Rescission	(-25,000,000)	---	---	(-10,900,000)	(-200,000,000)	(-175,000,000)
(By transfer)	(17,448,000)	(10,000,000)	---	---	---	(-17,448,000)
(Limitations on general operating expenses)	(233,298,000)	(264,470,000)	(245,400,000)	(263,751,000)	(256,415,000)	(+23,117,000)
(Limitations on obligations)	(14,971,598,000)	(14,848,622,000)	(17,697,122,000)	(17,101,655,000)	(17,901,155,000)	(+2,929,557,000)
(Cumulative limitation on obligations)	(4,736,000)	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	(+14,000)
(Limitation on working capital fund)	(137,267,000)	(146,809,000)	(86,264,000)	(86,264,000)	(86,264,000)	(-51,023,000)
(Limitations on direct loans)	(42,373,000)	(47,850,000)	(42,500,000)	(47,850,000)	(42,500,000)	(+127,000)
(Railroad credit enhancement)	(49,850,000)	---	(32,000,000)	(32,000,000)	(32,000,000)	(-17,850,000)
(Appropriations to liquidate contract authorizations)	(15,904,145,000)	(16,040,000,000)	(16,692,825,000)	(16,780,358,000)	(16,777,825,000)	(+873,680,000)
Total, title I, New budget (obligational) authority, (DoD transfer) and (limitations on obligations)	(27,891,848,000)	(26,587,624,000)	(30,644,042,000)	(30,149,594,000)	(30,748,707,000)	(+2,856,859,000)
TITLE II - RELATED AGENCIES						
Architectural and Transportation Barriers Compliance Board						
Salaries and expenses	1,936,000	2,100,000	2,700,000	2,700,000	2,700,000	+764,000
Commission on Aviation Security and Terrorism						
Salaries and expenses	1,000,000	---	---	---	---	-1,000,000
National Transportation Safety Board						
Salaries and expenses	27,232,000	30,940,000	30,940,000	32,000,000	31,470,000	+4,238,000
Interstate Commerce Commission						
Salaries and expenses	44,205,000	43,777,000	45,369,000	43,777,000	43,777,000	-428,000
Payments for directed rail service (limitation on obligations)	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	---
Total, Interstate Commerce Commission	(44,680,000)	(44,252,000)	(45,844,000)	(44,252,000)	(44,252,000)	(-428,000)

	FY 1990 Enacted	FY 1991 Estimates	House	Senate	Conference	Conference compared with Enacted
Panama Canal Commission						
Panama Canal Revolving Fund:						
(Administrative expenses)	(49,692,000)	(48,941,000)	(48,928,000)	(48,941,000)	(48,928,000)	(-764,000)
(Limitation on operating and capital expenses)	(450,649,000)	---	(448,497,000)	(459,000,000)	(459,000,000)	(+8,351,000)
Department of the Treasury						
Rebate of Saint Lawrence Seaway Tolls (Harbor Maintenance Trust Fund)	10,020,000	10,789,000	10,500,000	10,500,000	10,500,000	+480,000
Washington Metropolitan Area Transit Authority						
Interest payments	51,663,569	51,663,569	51,663,569	51,663,569	51,663,569	---
Total, title II, Related Agencies:						
New budget (obligational) authority	136,056,569	139,269,569	141,172,569	140,640,569	140,110,569	+4,054,000
(Limitation on obligations)	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	---
Total	(136,531,569)	(139,744,569)	(141,647,569)	(141,115,569)	(140,585,569)	(+4,054,000)
Grand total:						
New budget (obligational) authority (net)	13,056,306,569	11,878,271,569	13,088,092,569	13,188,579,569	12,987,662,569	-68,644,000
Appropriations	(13,175,954,569)	(11,881,653,548)	(13,091,474,548)	(13,202,861,548)	(13,191,044,548)	(+15,089,979)
Appropriations for debt reduction	(-94,648,000)	(-3,381,979)	(-3,381,979)	(-3,381,979)	(-3,381,979)	(+91,266,021)
(By transfer)	(17,448,000)	(10,000,000)	---	---	---	(-17,448,000)
(Limitations on obligations)	(14,972,073,000)	(14,849,097,000)	(17,697,597,000)	(17,102,130,000)	(17,901,630,000)	(+2,929,557,000)
(Cumulative limitation on obligations)	(4,736,000)	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	(+14,000)
(Limitations on direct loans)	(42,373,000)	(47,850,000)	(42,500,000)	(47,850,000)	(42,500,000)	(+127,000)
(Appropriations to liquidate contract authorizations)	---	---	---	---	---	---
	(15,904,145,000)	(16,040,000,000)	(16,692,825,000)	(16,780,358,000)	(16,777,825,000)	(+873,680,000)
Grand total, New budget (obligational) authority, (DoD transfer) and (limitations on obligations)	(28,028,379,569)	(26,727,368,569)	(30,785,689,569)	(30,290,709,569)	(30,889,292,569)	(+2,860,913,000)

WILLIAM LEHMAN,
WILLIAM H. GRAY III,
BOB CARR (except as to amendments 39 and 40),
RICHARD J. DURBIN,
ROBERT J. MRAZEK,
MARTIN OLAV SABO,
JAMIE L. WHITTEN,
LAWRENCE COUGHLIN,
SILVIO O. CONTE,
FRANK R. WOLF,
TOM DELAY,
Managers on the Part of the House.

FRANK R. LAUTENBERG,
ROBERT C. BYRD,
TOM HARKIN,
JAMES R. SASSER,
BARBARA A. MIKULSKI,
DANIEL K. INOUYE,
ALFONSE M. D'AMATO,
ROBERT W. KASTEN, Jr.,
PETE V. DOMENICI,
CHUCK GRASSLEY,
MARK O. HATFIELD,
Managers on the Part of the Senate.

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